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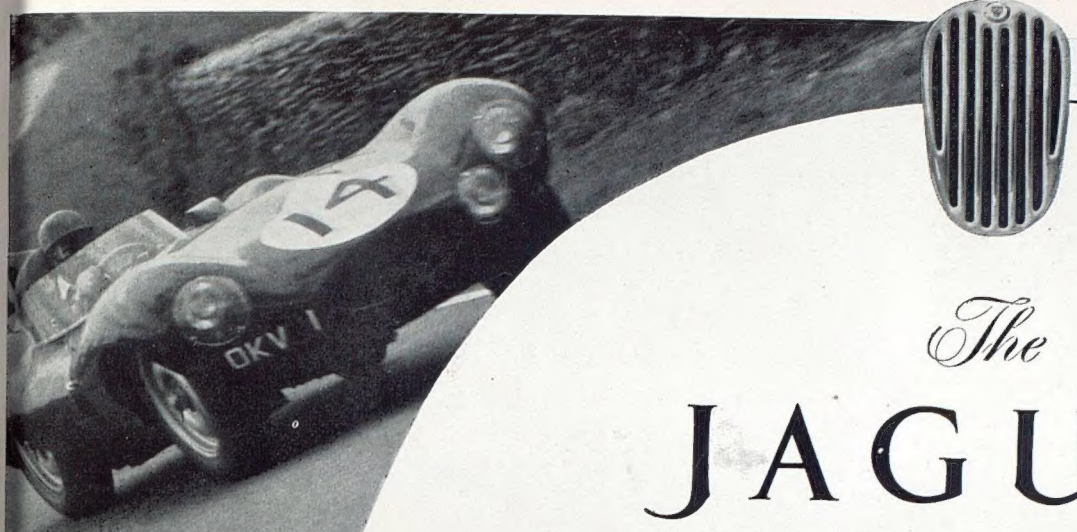
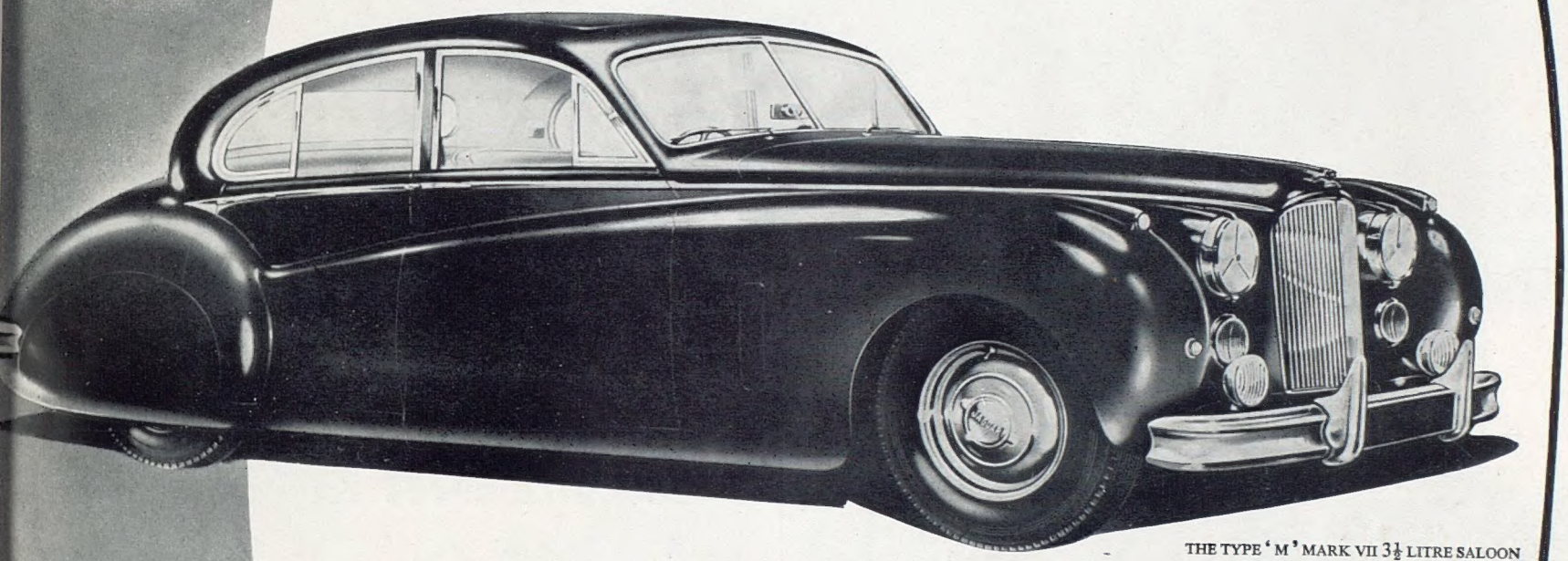


The famous 3½ litre 'D' TYPE JAGUAR with Dunlop disc brakes, now joins the Jaguar range

The JAGUAR *Range of Models for 1955*



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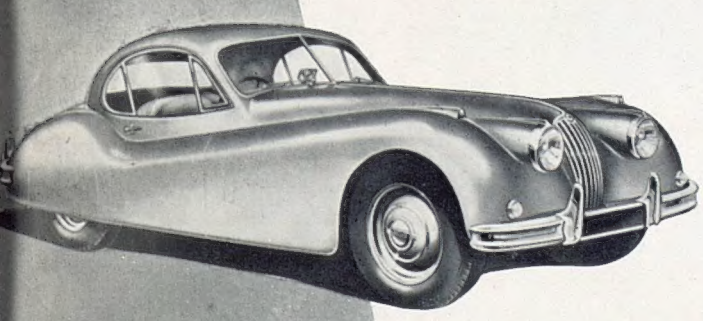

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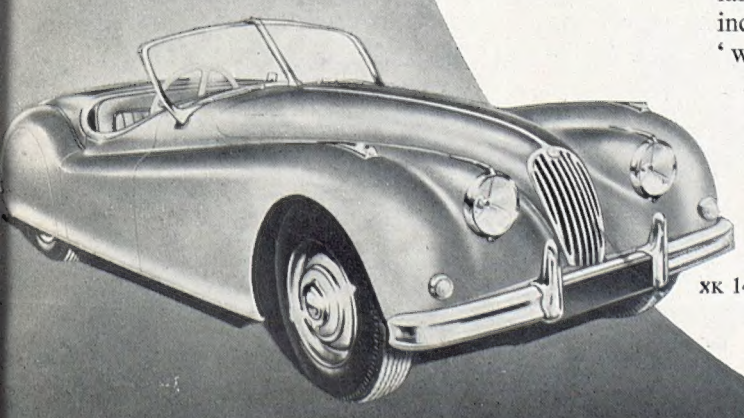

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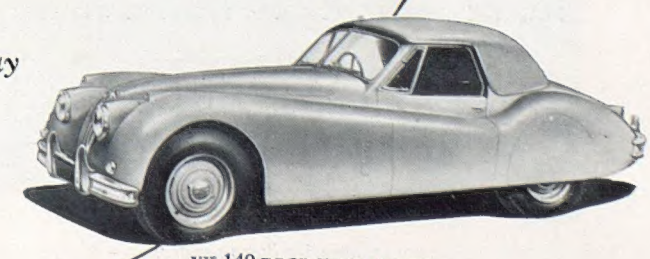

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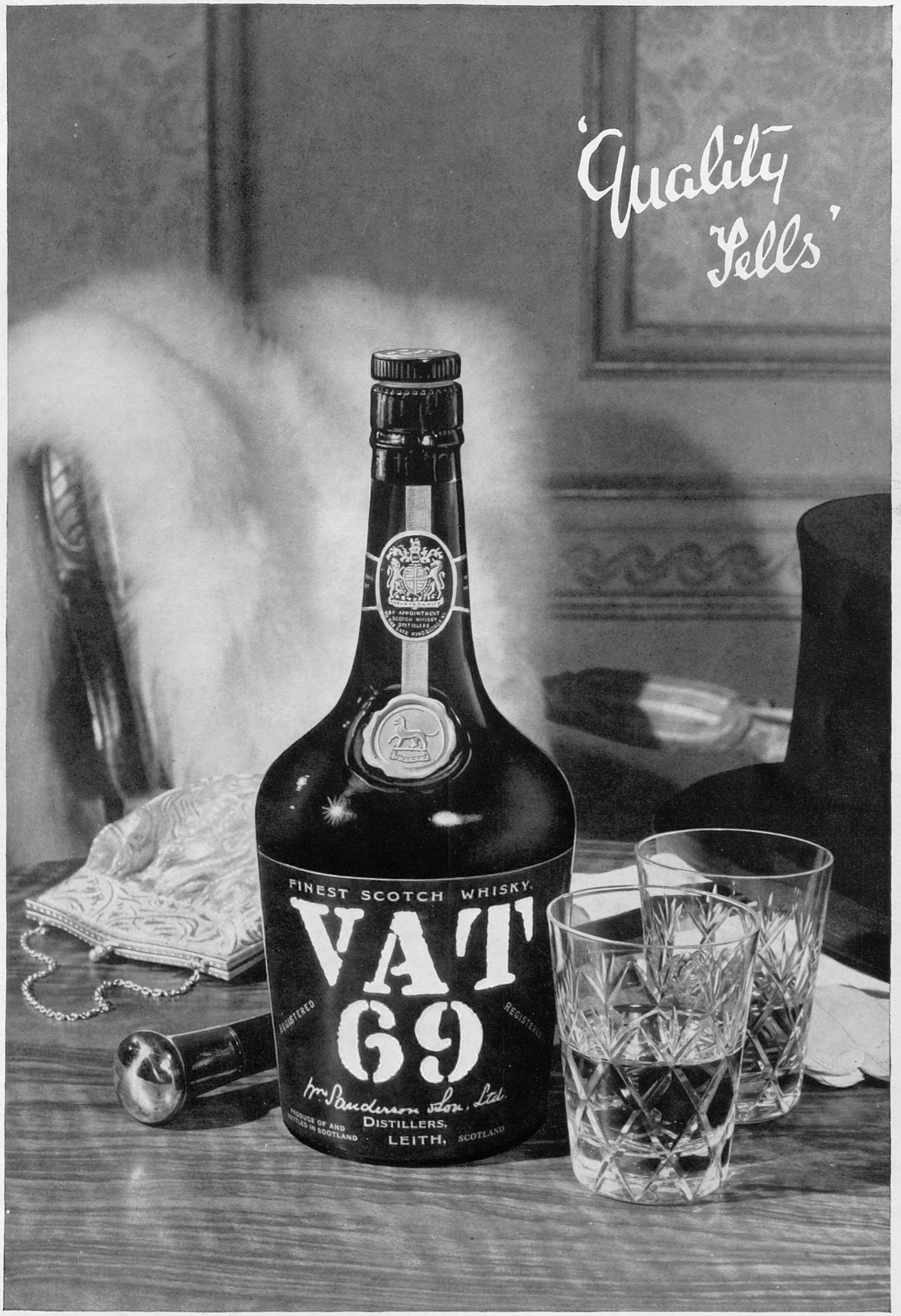

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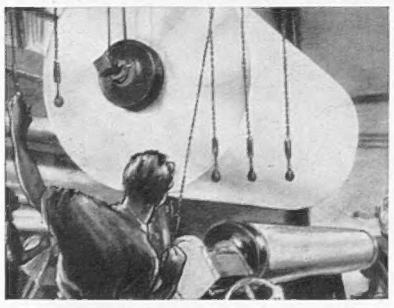

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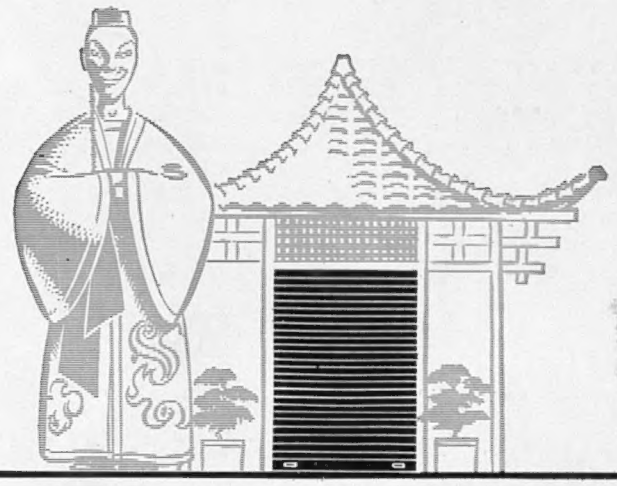

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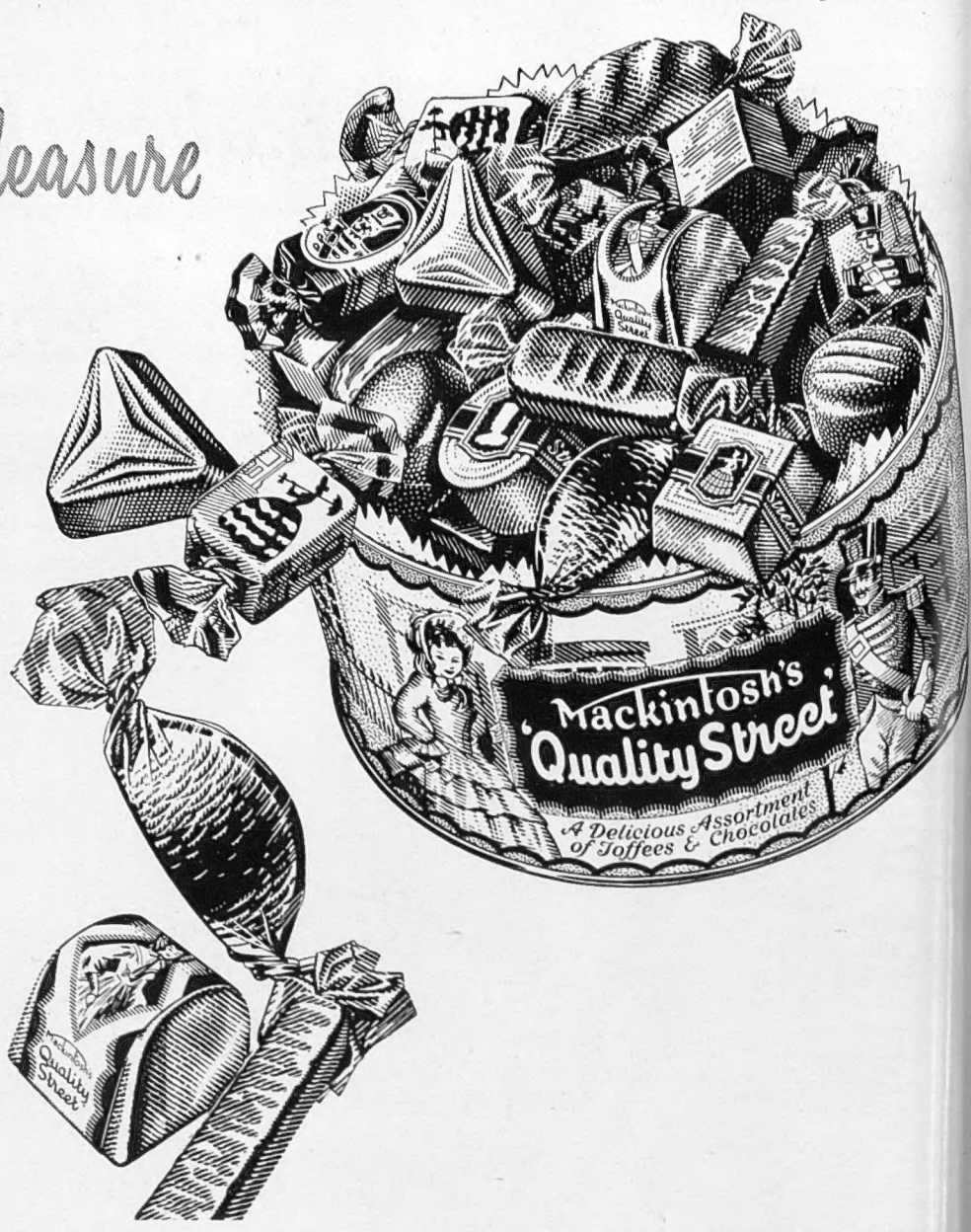

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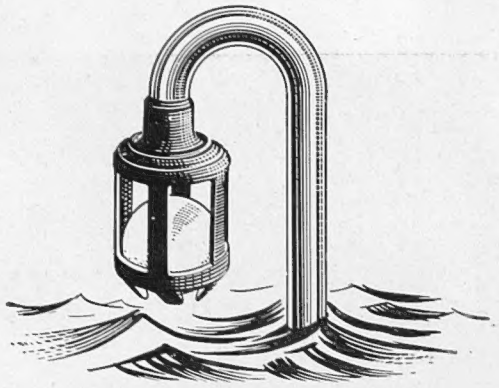

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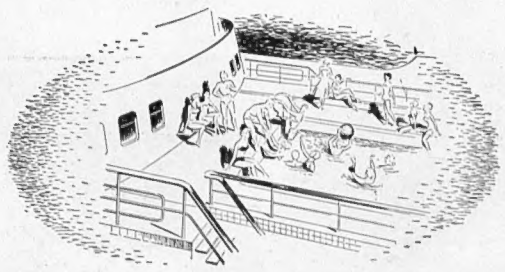

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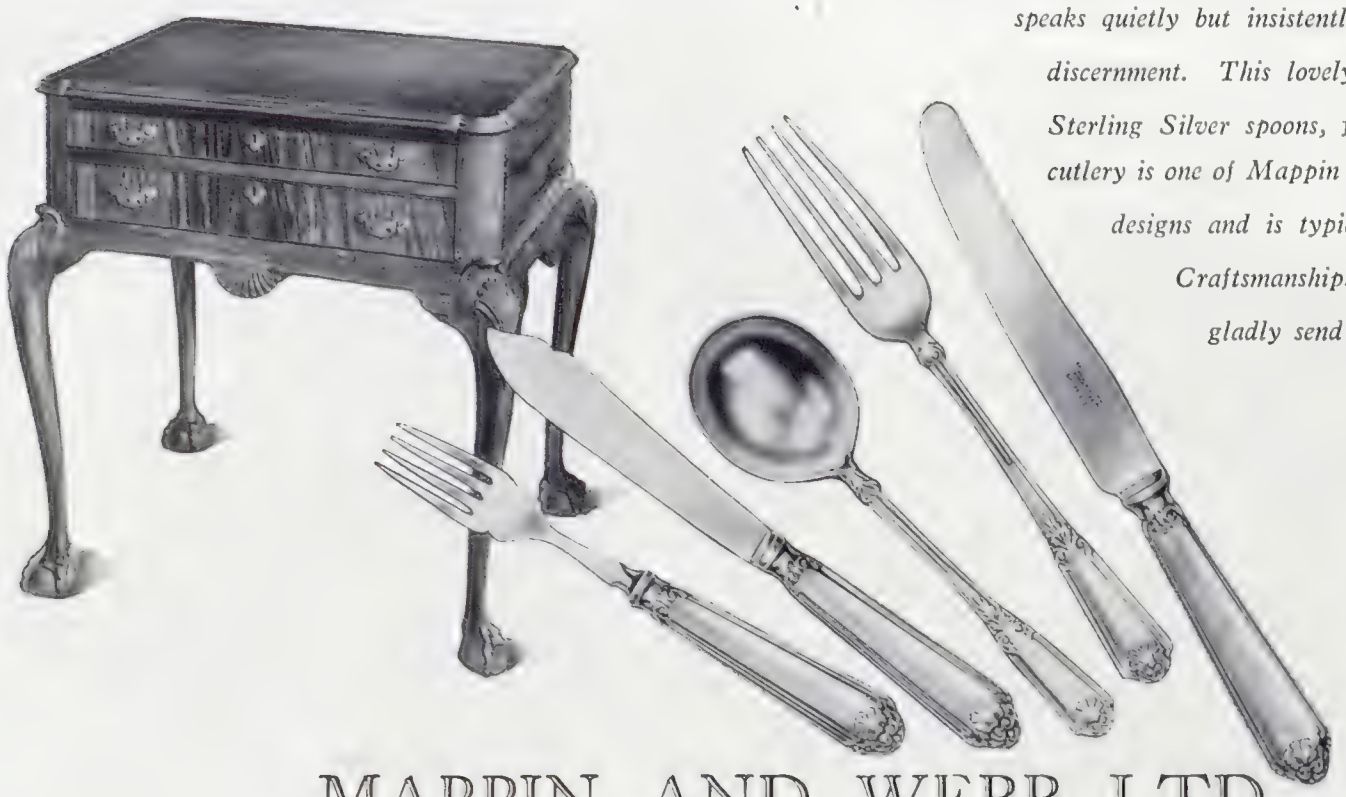

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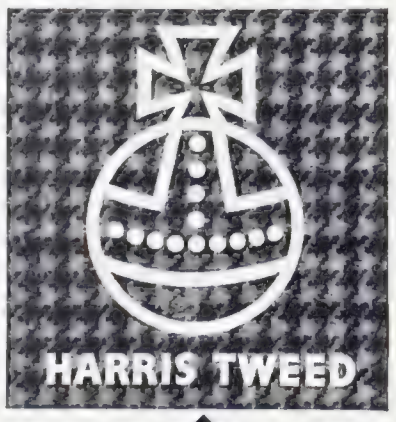

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Volume CCXX No. 2864 The SPHERE, London, January 1, 1955

The SPHERE

with which is incorporated THE GRAPHIC

OFF TO SANDRINGHAM FOR THE ROYAL CHRISTMAS HOLIDAY—THE QUEEN WITH PRINCESS ANNE AT KING'S CROSS STATION IN LONDON: Also with her in the Royal car were the Duke of Edinburgh and the Duke of Cornwall. They were joined in the train for Sandringham by Queen Elizabeth the Queen Mother and Princess Margaret. This year the Royal Christmas and New Year followed the traditional pattern. It is expected that the Queen will spend this month at Sandringham.

The tradition for the Royal Christmas at Sandringham was broken last year, for the Queen and the Duke of Edinburgh were in New Zealand on the Royal Tour. Her Majesty made her Christmas broadcast from Auckland. However, this year they are able to take their holiday along the customary lines set by King George V and King George VI. It was a family party which assembled at Sandringham. With Her Majesty and the Duke of Edinburgh were their two children—the six-years-old Duke of Cornwall and the four-years-old Princess Anne—and Queen Elizabeth the Queen Mother and Princess Margaret. Their arrangements included attendance at Sandringham Church on Christmas morning and the usual distribution of presents to the tenants of the estate. On Christmas afternoon the Queen's broadcast was introduced by Group Captain Leonard Cheshire, V.C., D.S.O., D.F.C. Her Majesty, with her husband and children, plans to spend the New Year and most of this January on the Royal estate in Norfolk. It is hoped that she is enjoying a thoroughly deserved rest from her arduous public duties.

Postage—Inland, 2½d.; Canada, 1½d.; Elsewhere Abroad, 3½d.

The SPHERE
THE GRAPHIC

Vol. CCXX, No. 2864. January 1, 1955

EDITORIAL AND PUBLISHING OFFICES:
195-198, STRAND, LONDON, W.C.2

Postage Rates for this Issue—Inland, 2½d.; Canada, 1½d.; Elsewhere Abroad, 3½d.

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FROM "THE SPHERE" OF 50 YEARS AGO

SANTA CLAUS OF THE KERBSTONE—A LONG-FORGOTTEN PRE-CHRISTMAS SCENE AT LUDGATE HILL, LONDON : The caption accompanying this picture in THE SPHERE for December 31, 1904, commented that the scene along the kerbstone was remarkable. Never before were so many sellers of penny toys congregated together. These toysellers, it was pointed out, had the real spirit of Santa Claus, as they made a collection among themselves for Sir William Treloar's charity for young cripples.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

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Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

IN NEXT WEEK'S ISSUE

ELECTRIC POWER HELPS TO RE-POPULATE THE HIGHLANDS

Sir Hugh Mackenzie, C.B.E., Deputy Chairman of the North of Scotland Hydro-Electric Board, Describes a Valuable By-product of the Great Scottish Electric Schemes

A London Newslette

195–198, STRAND, W.C.2.

Hail and Farewell.—A Happy New Year! As for 1954, don't condemn it solely on its weather record. It is natural enough to do so, since it missed out spring, summer and the pleasant days of autumn and gave us 40 ins. of rain instead of our normal 27 ins., and endless gales and all the labour these visitations imply. Ring out the old, ring in the new, bring in a thousand days of drought. (But we grouse soon enough about droughts.) The year had its successes in other spheres and perhaps brought a little nearer those thousand years of peace for which we have prayed since man preyed on man with flint arrows; albeit Russia's latest threats don't encourage that hope. We cannot consign to perdition or the limbo a year which has, in a world of nationalistic lunacy, settled some thorny problems deemed insoluble for ten years or more, brought nearer the peaceful aims of N.A.T.O., seen a man run a mile in under four minutes and given an eightieth birthday to a giant. These various achievements suggest that 1954 will be noted with three stars in the history books of human progress to super-humanity, to intellectual and physical excellence. The achievements of 1954 (dear Brutus) must perhaps be judged to lie in our stars, not in ourselves. We, the common folk, had small share in its triumphs. We emerge from it not noticeably wiser, more disciplined, less selfish and self-centred—and work-shy. But our stars in their courses pulled us through and starred the year 1954. It was the seeded players' year and we must not forget it even if we played no major part in its achievements. It is something to have lived through it.

A Century Ago.—1955. 1855. A hundred years in God's sight are but as yesterday. Yet the Deity might make an exception of this particular century, recognising that for puny mankind it has indeed wrought devastating changes which almost justify the unseating of human reason. In 1855 Palmerston, with ten years of life before him, was Premier. The Prince Consort was at the height of his fame, and the influence of his Great Exhibition was achieving the nadir of British taste. We were at war with Russia and not expecting a mutiny in India. Men wore whiskers and sometimes dyed them, and no one denied the greatness and richness and supreme influence of Britain. And yet a century of time is but as yesterday also to a handful of puny men. A few nonagenarians now living may have seen, if they cannot recall, the faces of Palmerston or the Prince Consort. This transformation has come about in the lifetime of men still living among us. A stupendous transformation? Ask them about it. Perhaps they will report progress. We aren't now in a hot war with Russia. And if we don't wear whiskers and are not quite so proud of our greatness and wealth, what are whiskers, anyway, and what about family allowances and living wages and pensions? It 's the mixture as before, the old folk tell us. Mankind is still Sisyphus sweating to trundle his heavy burden uphill, still searching for treasure in the middens, still hoping against hope for his dreams to come true. In the dance of life and death, we set to partners and swap them. The enemies of yesterday may become the friends of to-morrow. The things we built, the treasures we amassed, were destroyed and built up again; Premier succeeds Premier and Edens succeed Palmerstons and, if whiskers go out of fashion, the struggle for peace and plenty proceeds exactly as before. No, says Gaffer, wrinkling his wrinkled brow, I can't recall anything very *remarkable* or interesting in my lifetime. Nations and people are still out to get something for themselves and are never satisfied when they get it.

TV Dangers.—Nothing surprising in the sudden awakening of various people and interests to the dangers of TV or to its tremendous possibilities for good. The showmen tremble for their gate-money, the tub-thumpers of unorthodox political views foresee poor audiences and a raw Party-political deal. I don't possess a magic box and screen, but I am in no doubt at all that the "little picture" of a glove-fight, a League football match or a Party political speech or discussion viewed from a fireside armchair will give me all I want of these diversions, if ever I can afford on my roof those aerials which distinguish the roofs of all my wealthy cottage neighbours. Mr. Bevan, forcefully as usual, opened the campaign against this dangerous gadget. He suspects that his own political views may be a little unorthodox for the conventions of the B.B.C. and that his own propaganda and fireworks may receive less than a fair hearing. And so he condemns the machine on more general grounds. We are all getting much too clever. The more gadgets we devise, the less food we grow, and soon enough we shall be able to *watch ourselves starving on the magic screen.* I like sometimes to agree with Mr. Bevan. No one enjoys an empty belly. Orators dis empty lecture hall, and I dislike intellectual sta which all these potted-food gadgets are hasten Spades are still trumps. Rakes merely scra surface; and the acrostic forms of knowledge useful basis of education. Every man who knowledge must dig for treasure in the hard and for my part I have found the digging bo and pleasant in a library of good books.

Moses, the Prophets . . . and T I repeat: I am a bookman, but I realise the limitations of books, even best-sellers. Fo who aspire to lasting knowledge—real ed —books are still the first source, the mine in a man must dig payable ore. Books (even best- cannot compete with modern vehicles of thou ideas, and Orwell's "1984" proves it convincing has been selling for five years and suddenly the is aware of it. It has been made a feature its "circulation" has risen from thousands to m We have in past decades watched the prog the new vehicles, the public's new forms of inte transport, the cinema, the radio, TV. Small if authors and dramatists and actors switched film from the legitimate, and then to radio a where alone the big circulations are possible, "readers" can be counted in millions and

A CHRISTMAS CHARITY MATINÉE

TWO YOUNG DANCERS DEMONSTRATE THEIR STEPS : Gail (le Virginia Orr are two young pupils of the Hampshire Sch Knightsbridge, who took part in a Christmas matinée Adelphi Theatre. The performance was given in aid of the Help Society and Lord Roberts Workshops. Gail (aged and Virginia (aged nine) also danced at the Fortune in 1953, when a matinée was given by the same school in the Church of England Children's Society (Waifs and

be made famous in a day. For nowadays the drinks in its knowledge, such as it is, through the ears and mind, if any, but chiefly through the The big-circulation newspapers discovered that ago and illustrated snippets took the place of and full reports. And now TV has quickly its undreamed-of powers of persuasion for g ill. If the new vehicles are controlled with integrity and noble ideals, reason would tha should run themselves without interference, for will be leading us to the stars. But if, as som with the cinema, their ideals are less than noble indeed their powers of evil demand interfere control by highest authority, for those powe infinite. Small wonder that commercial tel aroused such intense interest and controve Parliament and outside.

The Last Hope?—The nation and its G ment enters 1955 to face tremendous problems a global decision on the use of atomic weapon domestic problem of an apparently unrestricte continuous demand for wages higher than any i can support. If TV can in a day make a whole conscious of a fantasy which has been in wide lation for five years, what might it not do, pr directed, during this new year to instil a right jud in the nation concerning our most vital interna and domestic problems? We really *ought* to be aware of where we are going; we really must to take a mild interest in international affairs

atters of defence. Think of our Western defence. ie nations are to train the troops as for atomic arfare. Therefore those troops will not be trained " bow-and-arrow " warfare. But the decision to e atomic weapons will be made only by civilians, d whether that decision can be defeated by a veto one signatory or must be unanimous or by majority, do not know. In any case, it won't be made until ar breaks out. And, if Russia marches dependent man-power and *not* on atomic weapons, is a unani- ous decision by the West to defend with atomic eapons to be expected? If TV could encourage us " think on these things " and make our minds up, would be doing a fine job late in the day. And then might switch to our domestic problem of wage-claims d encourage us to make up our minds when and w a national stand must be made to check inordinate d intolerable demands for higher pay by key dustries. TV may be able to achieve what no other isting influence can do—to jolt us out of indifference out our survival as a nation.

Industrialisation and Spiritual Malaise.—The Duke of Edinburgh and his Study onference on Human Problems in Industry, which ill sit in Oxford in 1956, have a long row to hoe. hat the problems of the future must be studied if ey are to be met with reasonable punctuality is roved by the problem they have set themselves. hat problem was not studied, not even imagined, ecades ago when it began to throw its shadow. ndustrialisation has gone forward with speed. The ght use of leisure has not. Even by the end of 1956 e problem may have grown in size with robot- ctory development. The ideal of spiritual well- eing is that a man's work should be his hobby also. hat was the secret of the old craftsman's content- ent. How many decades must elapse before he can gain take pride in his machine-made work? Every ew entific development postpones that time. Vhat remains? The right and wise use of longer hours f lei re. In sports and games and the open air, erha, In using the free hours to make things of caut nd delight at home, to labour with his hands he t ing that is good. How frightful and how en- renc d are the enemies of recreational craftsmanship. Vhat re the attractions which draw men and women way om their factories and make the hours of abou till all too long. Football, the dogs, the pools, he c ma, TV. Are these attractions weakening in heir ious and compelling appeals? Ask that uest in 1984.

", that My Enemy . . ."—*Mr. Punch's* a statesman or politician who contemplates book of reminiscences to boost or justify would, I think, be *don't*. The good a states- ives after him, the evil is oft interred with or even his retirement), and the wisest e general ruck of statesmen is to leave it d it is wonderful how soon an incompetent te statesman is totally forgotten. (Can n out of the last fifty Home Secretaries, ?) But the lure of writing a book, of is career and consistency (a superhuman compelling and perhaps economically it not otherwise. To justify yourself, you n denigrate others, alive or dead. And then grated and their friends seize a rake and stir own midden and find all sorts of shabby hich you hoped had been lost for ever. And o the purpose of your book is defeated. Gone your onsistency and high and noble ideals. You are once nore what you were, a man of no great importance, a man not free from petty traits of character, a man whom I in its mercy would very soon forget if dour n had been allowed to sleep in peace. Right urable Sir, don't write your reminiscences. They ely confuse history, anyway, and nothing ran n you out a better man than you were. Leave t alo Consume your own smoke. Keep silence, and ne (kindly and sympathetic) will very soon give y u the peace you pray for in the total anonymity you d erve.

Park Parks.—" Hands off the people's parks " has been an undisputed demand since the wife of George II asked Walpole how much it would cost to enclose St. James's Park and add it to the Crown appurtenances. Walpole's answer was: " Only three crowns, Madam." But times change and I dare say half or more than half of the people who enjoy the parks in London to-day use or own cars. For some years we have realised that parking in these parks must come and should be regularised. It is a temporary expedient, of course, a compromise. And no reason for the car owner to throw his bonnet in the air and look forward to March 1955 when Ring Road parking in Hyde Park will be authorised almost in its entirety. It will be not so bad if you arrive early and can find a place along Bayswater Road or near Marble Arch or Apsley House. *There*, buses are handy enough. But if on a wet day you find yourself forced to park as near as allowed to the Magazine, you will have a nice country walk before you reach " civilisation." And even Birdcage Walk won't greatly help those who wish to make for Piccadilly. A quarter-mile in London can be as tiring and as wetting as a mile in the country, and one's clothes are not always suitable for such rambles. But it is ungrateful to look a gift-horse in the mouth even when we are given our own horse. Perhaps time lost in the Rings will be made up in the Piccadilly and Bond Street traffic roundabouts.

THE OLD STAGER

THE QUEEN WITH HER CHILDREN—A CHRISTMASTIDE PICTURE

HER MAJESTY WITH THE HEIR APPARENT, PRINCE CHARLES, DUKE OF CORNWALL, AND PRINCESS ANNE: This picture was specially taken by Marcus Adams just before the Royal Family left London for their Christmas holiday at Sandringham, in Norfolk. Last year, it will be remembered, the Queen and the Duke of Edinburgh were in New Zealand and the two children spent Christmas with the Queen Mother and Princess Margaret. Prince Charles is now aged six and his sister four.

THE CHURCH COMMISSIONERS REVIVE AN ANCIENT CUSTOM

THE FIRST TENANT FARMERS' DINNER FOR FORTY YEARS, IS GIVEN BY THE CHURCH COMMISSIONERS AT THE COUNTY HOTEL, CANTERBURY, KENT: Sir Malcolm Trustram Eve, First Church Estates Commissioner, seen making his speech to the company, which includes the Archbishop of Canterbury. This function was in former years an annual event attended by all tenant farmers in the county—and it was then that they paid their rent to the Church. The Church Commissioners have arranged dinners for other tenant farmers throughout the country, the object being to maintain personal contact with their tenants. The next dinner will be at York early this year. In Kent the Church Commissioners own 14,400 acres of farm land.

CAROLS IN TEWKESBURY A
A service of the Nine Lesso
Carols was held in the Ab
Tewkesbury, in Gloucestersh
this picture the choir are sin
the fourteenth-century ambu
The choirmaster is Mr. H. St
ton. In the right backgro
the canopy over the Wa
tomb in the arch of St. Edm
Chapel. The finely-wrought
bears a cadaver. Wakem
whom the tomb is usually as
was the last Abbot, but
authorities hold that the me
dates from about a century e

THE FESTIVE SCENE

Carols in London Tewkesbury; and Illuminated Christm Tree in Trafalgar Sq

On left—
THE CHRISTMAS SERVICE FOR GUARDS: State trumpeters sounding a fanfare at Welli Barracks, by Buckingham P This splendid scene is the custo start for the annual Chri carol service for the Briga Guards. When the fanfare is fi a procession is formed to the C in the barracks. It is led by th cifer, bearing the fine Proces Cross on the right of the pi

On left—

LONDON'S CHRISTMAS TREE: Floodlights in Trafalgar Square illuminate the Christmas tree from Norway. It is now an established custom for the tree to be presented by the people of Oslo to the people of London. This year the tree is 53 ft. high. It is seen here in its position in the Square, with the lights playing on the fountains and the base of the Nelson column, with St. Martin-in-the-Fields in the background. It has been one of the great draws among the many attractive illuminations in London at night-time during this Christmas and this New Year.

Below—

CHRISTMAS MUSIC IN WESTMINSTER HALL: This was the glorious setting for the carol concert given by the Treasury singers and the Colonial Office choir. They stood half-way down the steps at the west end of the Hall, with the great window as a background. The selection of music ranged through many periods of composition and included both traditional and modern settings to carols. Last year a recital of Christmas carols was given here by a Board of Trade choir. This was believed to be the first time such an event had taken place since the Hall was restored by Richard II in 1394.

SUPPLYING THE AMERICAN AIR FORCE'S INSTALLATION ON A POLAR ICE-CAP: A U.S. Air Force C-119 transport aircraft dropping barrels of fuel to an isola ed i on the Greenland ice-cap. Supplies are dropped from these transports flying at low altitudes over the encampment, or are brought in by transport aircraft with skis, which can land on the snow. The airmen at this station in the Arctic live and work in underground buildings constructed by the U.S. Army Corps of

THE AIRMAN'S HOME BELOW THE SNOW: An airman assigned to the U.S. Air Force Station in Greenland leaving one of the entrances to his home below the ice and snow. The tower behind is another entrance which will eventually be almost level with the surface as the building to which it leads sinks into the snow at a rate of, normally, several feet a year.

IGLOOS FO THE U.S. AIR FORC

The Military Installation Greenland Ice-Cap, whe Buildings Sink Below the

The United States Army has c a new Arctic military i designed to sink slowly into the of the Greenland polar ice-cap. C by the U.S. Army Corps of En the U.S. Air Force and under th a Danish-U.S. defence agreement installation is the first that designed and built for conti there. The Army Engineers de built the igloo-like homes in eig

The installation houses airm United States Air Force Nort Command, who man and op station, make weather observa collect other data concerning on the ice-cap.

The polar cap of ice and snow, at some places to be more than deep, is too soft to support buildings, and a packing acti ice-cap tends to pull structures d its depths. Army engineers of Ocean Division therefore em submarine pressure-hull principle the igloos of tubes 18 ft. in di varying lengths. Hooked toget ends and with inter-connecting ways, the over-all structure is like a ship to go down into slowly on an even keel at th several feet a year. Personnel and out through submarine-like

Inside the tubes is a heati which maintains a temperature above zero, while the outside te goes as low as 75 degs. below ze

A Medical Service Supervisor present in the building equipp small dispensary. Cards, ta records, and a cinema provide for the isolated airmen.

Heating and electricity are s Diesel generators fuelled from drums that are often air-drop water is obtained by melting huge fuel-powered melter.

From now until the sun next March the site will be in darkness, well covered beneath When the three-months winter to an end, there will be little a military installation from th Only the protruding hatches the fact that the U.S. Air For underground into igloos, benea and ice of Greenland.

UNLOADING SUPPLIES AFTER AN AIR DROP : A tracked sled brings in supplies to one of the underground houses. The hatches of the buildings rise like conning-towers, while banks of snow and ice mark the narrow " roads " between the American igloos.

INSIDE AND OUTSIDE THE POLAR IGLOOS : The outer structure of three of the underground buildings is being completed by workmen. *On left*—Above the corridors connecting underground buildings and rooms are huge steel culvert tubes.

GREENLAND BUILDINGS SINK SLOWLY INTO THE SNOW AND ICE : These buildings are the first of their size to have been constructed for continuous use on the ice-cap. Those seen in the foreground are made of steel tubes 18 ft. in diameter. The vertical entrance towers, which can also be seen, increase in height as the buildings sink into the ice-cap. Inside the underground buildings there is a temperature of 72 degs. above zero, while outside it is often as low as 75 degs. below.

TRAGEDY ON BEN NEVIS

In One of the Worst Accidents in its History, Britain's Highest Mountain Claimed Five Young Victims from the Royal Navy

RESCUERS PREPARE TO SEARCH FOR THE VICTIMS OF A TRAGEDY ON BRITAIN'S HIGHEST MOUNTAIN : Men of an R.A.F. Mountain Rescue Team get ready to search the slopes of Ben Nevis (4,406 ft.), in Scotland, after five of a party of climbers had fallen over a 900-ft. precipice. The rescuers went up 3,000 ft. to recover the bodies.

THE BODIES ARE BROUGHT DOWN : The search party places the body of one of the victims on a bogie on the light railway at the base of Ben Nevis. The five dead—four men and a member of the W.R.N.S.—were from the Royal Naval Air Service station at Lossiemouth.

A TRAGIC DESCENT : One of the stretcher parties is bringing down a victim's body. In front, on the left, is Sub-Lieutenant (E) L. W. J. Harding, who was leading the organised climbing party from Lossiemouth. It is understood the five victims were glissading when they shot over a precipice.

SERVICEMEN RESCUERS : Some of the R.A.F. team return to their base on the light railway. In the background is the peak of Ben Nevis. Bad weather added to the difficulties of their search.

Four naval men and a member of the W.R.N.S. were killed in the tragedy on Ben Nevis. The accident occurred after they had climbed to the top of Britain's highest peak, which towers 4,406 ft. above Fort William, in Scotland. They were coming down the ice-covered slope of Coire Leis on the south-east buttress, when they were glissading, and slid over a 900-ft. precipice to their deaths.

The names of the dead are : Midshipman Duncan Cass, aged twenty, of Edinburgh ; Petty Officer John Noel Richardson, aged twenty-seven, of Sussex ; Aircraft Artificer David Lawes, aged twenty-two, of Salisbury, Wilts ; Aircraft Artificer Ronald Leonard Hunt, aged twenty-two, of Plymouth ; and Wren Jean McWhirter, aged twenty, an air mechanic, of Hebden Bridge, in Yorkshire. Midshipman Cass was a former captain of the Rugby XV of the Royal High School in Edinburgh. He was due for promotion this New Year.

The five victims of the tragedy were members of an organised climbing party of twelve from the Royal Naval Air Service's station at Lossiemouth. They had been camping in Glen Nevis, but they had been washed out by floodwater and spent the night before their ascent of the mountain in a barn at Torlundy Farm, near the Great Glen Ranch. They started their climb at dawn. The disaster happened about five hours later. Visibility was poor and before their companions could do anything to help them, the victims had dropped helplessly over a snow-covered scree. One of the remaining seven hurried down to Fort William to give the alarm, while the others climbed down to reach the bodies. But it was impossible to bring them down owing to the approach of darkness.

Sub-Lieut. (E) L. W. J. Harding, the leader of the naval party, joined the search teams of the R.A.F. Mountain Rescue Service from Kinloss, Morayshire, and of police from Fort William. They set off next day. They climbed about 3,000 ft. before finding the bodies. They made a five-mile descent with them on stretchers through the Allt-a-Mhulin Valley. Then they were transferred to electrically-driven bogies along the light railway to Fort William. Later, ambulances took the victims to Lossiemouth.

This is regarded as one of the worst accidents of many which have occurred on Ben Nevis. The search teams began their operations in what local inhabitants declared to be some of the worst weather they had ever known. It was bitterly cold, with a gale blowing. Mountaineers familiar with the scene of the accident regard it as "very dangerous." Climbers must know where to turn to avoid this ice slope, on which it is difficult to stop.

THE END OF A SAD MISSION : Members of the search parties, which included police as well as R.A.F. personnel, return from Ben Nevis along the light railway to Fort William. They had recovered the bodies of the five victims of the disaster.

THE COLONIAL DEVELOPMENT CORPORATION'S FOREST OPERATIONS IN BRITISH GUIANA: The clearing in the forests at Wineperu, the headquarters of British Guiana Timbers. Here can be seen the forest workers' houses and the sportsground. This C.D.C. enterprise has a timber-cutting concession over about 450 square miles of dense forest country. A large proportion of the Company's output is exported to the United States.

SPENDING £100,000,000

How the Colonial Development Corporation has been Using this Capital Sum Authorised in 1948, and an Estimate of its Successes and its Failures, and of its Future

By C. J. M. ALPORT, M.P.

DURING the course of 1955 the Colonial Development Corporation is due for a pretty thorough overhaul. It will not be merely a matter of oiling, greasing and topping-up the batteries; it may involve a drastic re-casting of its financial structure and the re-definition of its functions. It will certainly mean a careful appraisal of the contribution which it has made to colonial development during the last six years.

It may be that, as Ivor Bulmer-Thomas has written, ten to fifteen years must be allowed to elapse before we can pass judgment fairly on the success or failure of the C.D.C. There is certainly no point in digging it up by the roots every few months to see how it is growing. But great organisations disbursing large sums of public money cannot escape Parliamentary scrutiny at relatively frequent intervals. That is the price which they pay for immunity from the prods and criticism of an active body of shareholders.

The Corporation started in 1948 with a capital of £100,000,000 and the power to incur temporary loans of up to £10,000,000 by way of overdraft or otherwise. According to the latest accounts published in April 1954, and covering the previous year, capital sanction had been given for over £43,000,000 by December 31, 1953. Of this, just over £6,000,000 had been lost on abandoned projects and on the assets of investments in continuing projects which had already been written-off. The total cumulative loss shown in the consolidated balance-sheet was nearly £10,000,000. For 1953 the loss amounted to £1,250,000, compared with nearly £4,000,000 during the previous year.

On the face of it this sounds a pretty dismal story. It has led many people to believe that our wisest policy would be to salvage what survives of the Corporation's assets and to close the whole thing down. Let me say straight away that I do not agree with this. Wiser control at the beginning might have prevented some of the mistakes which have overshadowed the Corporation's work. Better standards of management would have reduced the losses. Greater foresight might have ensured that the projects undertaken made a greater direct contribution to the economic progress of the territories concerned. But colonial investment is at the best of times an exceedingly risky business. Reward usually comes slowly. The resources of managerial skill available immediately after the war were totally inadequate for large-scale enterprise in circumstances in which political considerations made quick results highly desirable. It is only fair to record that the broad purposes of policy represented by the C.D.C. were accepted by both parties in Parliament when the project was first debated.

It is not always easy to discover from the staccato English in which Lord Reith insists on writing his annual reports exactly what are the C.D.C.'s immediate prospects. He says "The road ahead—direction and objectives—is clear; Corporation should be able to accomplish the purposes for which it was established." This verbal economy produces a certain impreciseness of expression. It is perhaps natural that after the confident over-optimism of the Trefgarne era, the present chairman is anxious to avoid the thankless role of a prophet. In these circumstances the best we can do is to try to analyse for ourselves what has been done with the money so far spent and what is the evidence of progress for the future.

Of the £43,000,000 capital sanctioned, 24 per cent has been allocated to agricultural projects, 7·7 per cent. to factories, 9.8 per cent. to forestry, 11 per cent. to minerals and 23.7 per cent. to public utilities and works. The distribution of investment on a geographical basis shows that £15,000,000 has been allotted to the Far East, £20,000,000 to Africa, and £8,000,000 to the Caribbean. There were at the end of 1953 fifty projects or investigations in operation, covering nineteen dependent territories in various parts of the world.

This is by no means an unimpressive record. Already several of the projects are beginning to show some return. For instance, the small Melville Hall banana plantation in Dominica produced a trading profit of £11,092 during the first nine months of 1954, compared with an estimated profit of £3,600. In the case of the Chilanga Cement Company, Northern Rhodesia, a profit of £112,490 before tax was made during the first six months of 1954, and £70,000 was the profit of the Corporation's Building Society in Singapore and Malaya between January and September of the same year.

This last—the Federal and Colonial Building Society, to give it its full title—was established in 1950 to promote home ownership for all races in Malaya. By September 30, 1954, the funds advanced amounted to £2,812,128, of which the Corporation had provided shares and loans to the tune of over £2,000,000, the Government of Malaya £570,000, and the Hong Kong and Shanghai Bank a loan of just over £200,000. At that date 2,240 families had been provided with mortgage facilities, and it is now clear that the Society will need considerable additional funds if it is to meet the demand for assisted house ownership in the territories. Arrangements are in hand to obtain this additional finance from local sources and the Corporation will be able to look forward to obtaining a steady income from this society for a long time to come.

The allocation of C.D.C. money to investments of this type which carry a minimum element of risk has been a significant feature of recent policy: thus £2,000,000 has been sanctioned for a Kenya housing loan, and more recently there was a proposal to provide an even larger sum for African housing in Southern

(Continued on following page)

THE HOUSING ENTERPRISE IN SINGAPORE: *On left*—A typical new house on the Frankel Estate which has been purchased with the assistance of the Federal and Colonial Building Society. *On right*—The site of the building at left, before the new construction had been undertaken. The Building Society was established by the C.D.C. in 1950 to promote house-ownership for all races in Malaya.

SPENDING £100,000,000

(*Continued from previous page*)

Rhodesia. It is arguable that the use of C.D.C. funds for safe, low-yield investment of this type is contrary to the objects for which the Corporation was formed. The provision of money for housing is more properly the responsibility of the local government or municipalities, supplemented where necessary by the resources of colonial welfare and development finance. Housing—although a vital need in most colonial territories—cannot properly be included in the category of risk enterprise which the C.D.C. was created to promote.

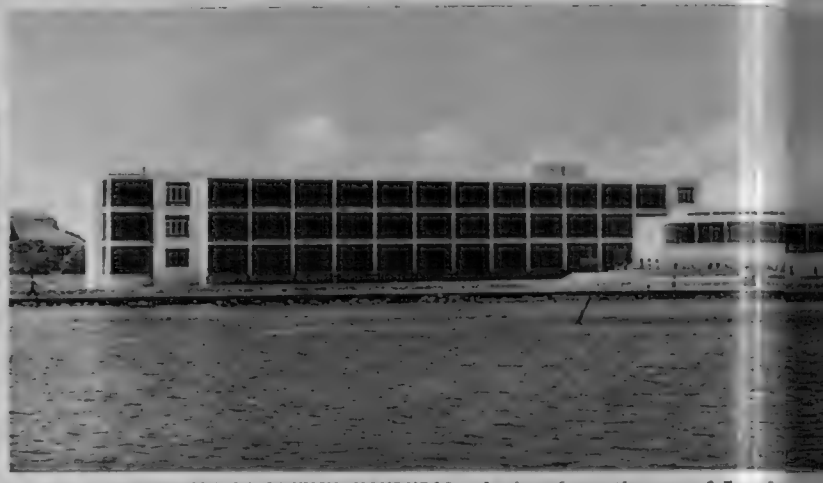
A totally different type of project which is essentially a C.D.C. function is the British Guiana Timbers Ltd. This has a cutting concession over about 450 square miles in the triangle of dense forest country between the Essequibo and Mazaruni Rivers. The capital sanction of this Company is £2,062,000, and by the end of September 1954 nearly the whole of this substantial sum had been advanced. A large proportion of the output of this Company, consisting of greenheart and wallaba hardwoods, is exported for dollars to the U.S.A. It is to-day the most modern timber concern in the Caribbean, and, with the completion of the new £600,000 bandsaw mill at Houston, near Georgetown, should be the most efficient. Apart from providing employment and from the importance of its production to the export trade, the Company will be able to meet a large part of the demand for timber for new housing in British Guiana itself. In view of the deep-seated social problems of the Colony and the danger of their exploitation by the Communists, this aspect of the Company's work assumes particular importance. It is an example of the correct use of C.D.C. funds in connection with housing development in a colonial territory.

A further example of the same principle is provided by the Chilanga Cement Company of Northern Rhodesia. Cement is a vital building material for tropical Africa, and large-scale, low-cost production can make a great contribution not only to industrial expansion, but also to improved housing throughout the continent. In its early stages the Chilanga Company met with considerable technical difficulties, but these have now largely been overcome, and with the installation of a second kiln and the inclusion of additional limestone deposits, production will soon be greatly increased.

THE TANGANYIKA COALFIELDS INVESTIGATION : A heavy drilling rig being used in the investigation of the Ngaka coalfield. The C.D.C. undertook the exploration of coalfields in the south-west of Tanganyika, at the request of the local Government.

A CEMENT FACTORY IN NORTHERN RHODE silos of the Chilanga Cement Compa the C.D.C. uses its funds to

MANILA HEMP IN NORTH BORNEO : Abaca (hemp) plants, seven months old, on a new clearing on the estate of the Borneo Abaca Ltd.



A HOTEL ENTERPRISE IN BRITISH HONDURAS : A view from the sea of Fort Geo Hotel at Belize. This hotel was completed by the C.D.C. at a cost of £300,0 in 1953. It provides luxury amenities to American and South American visito

On the other side of the world, in British North Borneo, is another major project of the Corporation which has been passing through difficult times. In 1948 the C.D.C. became a shareholder in a company formed to rehabilitate the ex-Japanese Manila hemp (*Abaca*) estates, planted in 1941 as part of Japan's "Co-prosperity" plan. To these was added in 1951 the neighbouring Kuhara rubber plantation. North Borneo suffered harshly at the hands of the Japanese, and the restoration of this enterprise was designed to play a major part in the territory's economic progress.

During 1954 the Abaca plantations were hit by an alarming outbreak of disease. Simultaneously, a fall in the world price of both hemp and rubber produced serious consequences. Despite some lowering of production costs and improvements in organisation, the Company made a trading loss during the first nine months of 1954 of nearly £160,000. It is unlikely that the Company will become profitable without substantial additional capital investment. The capital involved to date is already about £3,000,000. Nevertheless, assuming that the world prices of hemp and rubber are stabilised, the money will be well spent, since North Borneo has little other prospect of developing economic resources capable of sustaining an increased standard of living.

Two projects on a very much smaller scale are the Tristan da Cunha Development Company, and the Fort George Hotel in Belize, British Honduras. The former was started in 1948 to exploit the immense numbers of crayfish which live on the rich belts of giant kelp surrounding all the islands of the group. The idea was first conceived by a naval chaplain of the wartime garrison who saw in it a means of supplementing the standard of living of this tiny and remote community. The capital sanctioned is only £130,000 and the profits earned in 1953 were £6,278. Most of the annual production (nearly 30,000 cases) is destined for North America.

The intrusion of organised industry into an intensely individualistic community unaccustomed to the normal disciplines of modern life has obviously produced certain difficulties. It is nevertheless in accordance with the spirit of our colonial development policy that even the smallest and most remote territory should reap some advantage in improved material standards of living from the immense sums of money which the British public have provided for that purpose during the last decade.

The Fort George Hotel, Belize, was completed at a cost of nearly £300,000 early in 1953. Its object is to provide the luxury amenities which must be available in British Honduras if visitors from the United States and Latin America are to be tempted to spend time and money in the territory. British Honduras could be a valuable shop-window for British colonial enterprise in a part of the world where colonialism of any sort is more than normally suspect. The Fort George Hotel has therefore more than a local economic importance. It is a good example of the right type of small-scale enterprise which the C.D.C. should undertake.

THE USUTU FOREST PROJECT IN SWAZILAND : The bridge across the Great Usutu River built to connect two sections of the 100,000-acre forests.

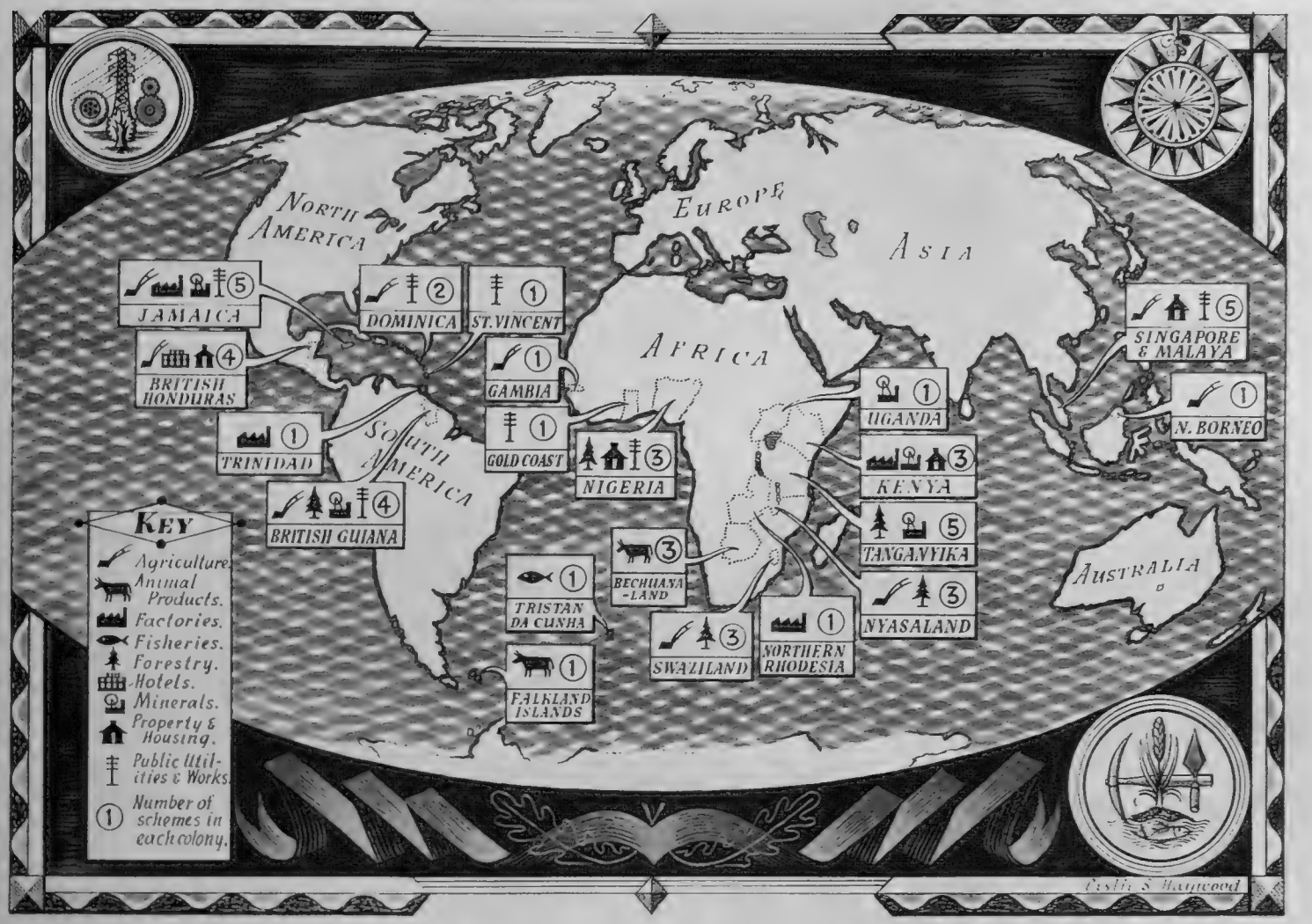
CATTLE IN BECHUANALAND : Splitting carcases with electricall driven saws on the conveyer at the Lobatsi Abattoi At left are Government graders with sides of be

Among the projects in which the C.D.C. is playing a role secondary to that of private enterprise is the Kilembe Mines Ltd., which lie in the Ruwenzori Mountains of Western Uganda. In this, as in the two companies formed to exploit the iron and coal resources of Tanganyika, the C.D.C. is associated with Frobisher Ltd. of Canada, and with Development Corporations formed by the territorial governments. This pattern of shareholding appears to have become an accepted part of the Corporation's financial policy and has clear advantages over the earlier practice, whereby the C.D.C. undertook both the financing and management of projects without other participation. The capital sanction for the Kilembe Mines is £1,750,000, and for the Tanganyika projects £500,000.

Here the C.D.C. has been able to set important develo ment projects in motion without incurring immen expenditure or insupportable managerial responsibili By contrast, in the case of two other projects, t Usutu Forests, Swaziland, and the Bechuanaland Catt Ranches and Abattoir, the Corporation has undertake a total investment of nearly £3,500,000, and in the ca of Bechuanaland has already suffered a heavy setbac

Although the total capital committed at the end 1953 to C.D.C. schemes was £43,000,000, that sum do not represent the Corporation's total liability. Certai projects—the Borneo Abaca Ltd., for instance—w need further injections of finance in order to tide the over the development period and to set them firml on the road to profitability. It is possible that at leas £70,000,000 of the capital originally provided for t C.D.C. is now committed. This leaves only £30,000,0 for new projects. According to the annual repor there are many new proposals under review by t Corporation's Board. Although some of these can b financed out of capital already available, the time w soon arrive when it will be necessary to decide whethe

The kiln chimney and slurry factory near Lusaka. Here local housing developments.



WHERE C.D.C. OPERATES

In the Caribbean, capital sanctioned £7,901,000. Jamaica : Cayman Islands Airport ; Jamaica Citrus Growers ; Jamaica Cooling Store ; Jamaica Public Service Company ; Turks Islands Salt Company. British Honduras : Barton Ramie Estate ; British Honduras Fruit Company (citrus) ; Cramer Estates ; Fort George Hotel. Trinidad : Trinidad Cement Ltd. British Guiana : Consolidated Goldfields ; Rice Development Company ; British Guiana Timbers Ltd. ; Potaro Hydro-Electric Company. Dominica : Melville Hall Estate ; Dominica Hydro-Electric and Cold Store. St. Vincent : St. Vincent Hydro-Electric and Cold Store. Also the Falkland Islands Freezer Company. **In West Africa (£2,608,000).** Gambia : Yundum Farm (Investigation). Gold Coast : Road Contract. Nigeria : Lagos Executive Development Board ; Omo Sawmills of Nigeria ; Road contracts (with service depots). **In Central Africa (£10,478,000).** Bechuanaland : Bechuanaland Cattle Ranch ; Lobatsi Abattoir ; Molopo Ranch. Swaziland : Swaziland Irrigation Scheme ; Ubombo Ranches ; Usutu Forests. Northern Rhodesia : Chilanga Cement Ltd. Nyasaland : Kasungu Tobacco Estates ; Nyika Forestry Development Syndicate (Investigation) ; Vipya Tung Estates. Also the Tristan da Cunha Development Company. There is also the High Commission Printing and Publishing Company. **In East Africa (£7,499,000).** Tanganyika : Murongo Mines Investigation ; Tanganyika Coal Investigation ; Tanganyika Iron (Liganga) Investigation ; Tanganyika Wattle Estates ; Tangold Mining Company (Investigation). Kenya : East Africa Industries ; Kenya Housing Loan ; Macalder-Nyanza Mines. Uganda : Kilembe Mines. **In the Far East (£15,026,000).** Singapore and Malaya : Central Electricity Board ; Federal and Colonial Building Society ; Kulai Oil Palm Estate ; Malayan Cocoa Ltd. (Investigation) ; Singapore Factory Development. North Borneo : Borneo Abaca Ltd.

COPPER FROM THE KILEMBE MINE : The copper concentrate is taken off for regular analysis and the sludge runs into this pit at the great mine in Western Uganda.

to allocate bigger funds to the Corporation as providing the most effective means of encouraging economic development in colonial territories, or whether some other form of organisation should not be tried.

If it is unfair to judge the results produced by the Corporation after the first few difficult years of its existence, it would nevertheless be wrong to claim on behalf of the C.D.C. that the results so far produced are clear evidence that it is a really effective method of developing colonial territories economically. Most of the projects which are proving successful would have been undertaken by private interests sooner or later. Those which, though not profitable, have some special social or economic importance to a particular colony, could properly have been financed out of colonial welfare and development funds. The remainder, from which the Corporation has sustained heavy losses, should never have been started at all. This may seem a harsh verdict. I personally would welcome proof that I am wrong. Though the experiment of the C.D.C. should certainly not be abandoned, I have still to hear convincing arguments in favour of expanding its resources when the time comes for its future role to be reviewed.

THE GREAT UGANDA COPPER PROJECT : The Kilembe Mine workings in the Ruwenzori foothills of Western Uganda. The zig-zag track leading up the hillside serves gallery tunnels. The temporary power station operated by Diesel engines is seen in the centre. The average content of Kilembe ore includes 1.95 per cent. pure copper.

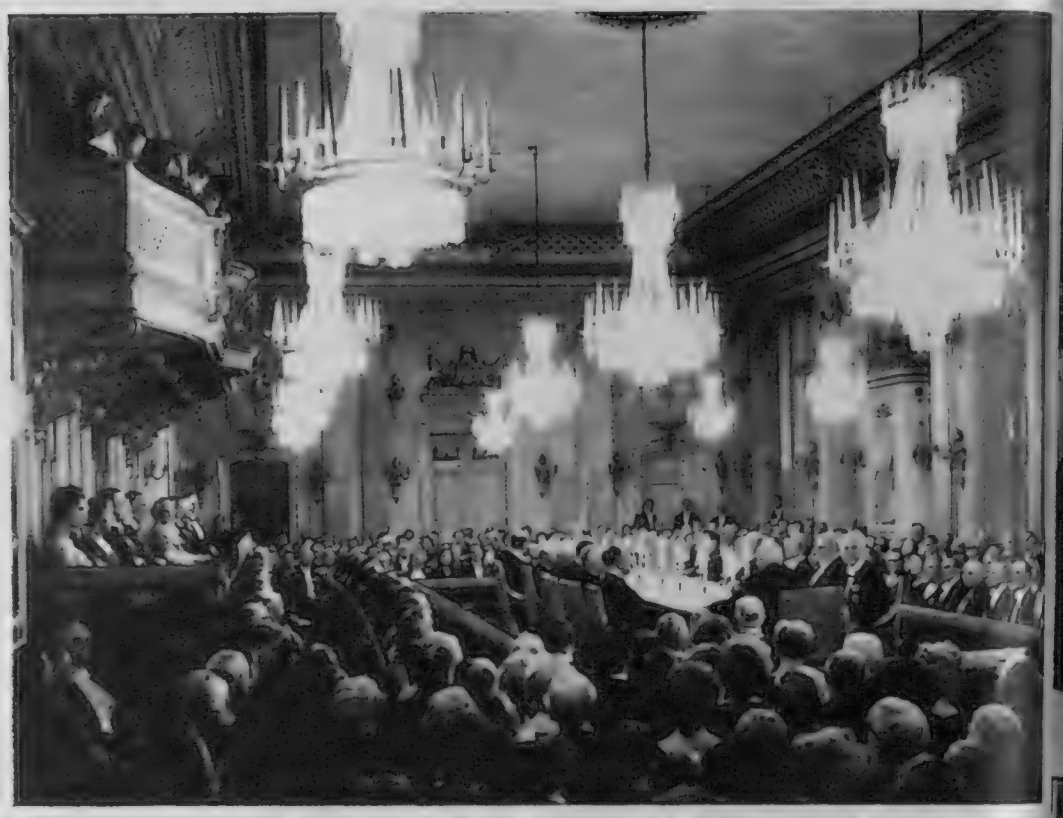
WORLD AFFAIRS

A PICTORIAL SURVEY OF THE FOREIGN NEWS EVENTS IN EUROPE, NORTH AFRICA AND IN THE UNITED STATES

On left—

AT THE MEETING OF THE N.A.T.O. COUNCIL IN PARIS : A laughi group at the Hotel Matignon during the meeting of the Cou of the North Atlantic Treaty Organisation. Between M. Pie Mendès-France, the French Premier, and the British Fore Secretary, Sir Anthony Eden, is M. Joseph Bech, Pri Minister of Luxembourg. The fourteen Foreign Ministers the N.A.T.O. Council agreed to set up a mechanism enabl them to take a rapid decision whether, in the case of an of aggression, their military forces should use nucl weapons. Thus, although N.A.T.O.'s military command were reckoning on the use of nuclear weapons in a circumstances, the actual decision to use them would be to the politicians. Exactly how this mechanism for a sultation would work was to remain a secret, but it said that every possible circumstance would be taken consideration in making these plans. It was stated a the Council's two-day meeting in Paris that the Minis had agreed unanimously that recent Soviet policy had gi them no grounds for believing that the threat to the world had diminished. Russian policy, they agreed, bac by ever-increasing military power, continued to be direc towards weakening and dividing the Western nati

MR. HAMMARSKJÖLD IS ADMITTED TO THE SWEDISH ACADEMY : The Secretary-General of the United Nations making his inaugural speech in Stockholm, where he was admitted to the Academy in direct succession to his father, who died last October.



THE SWEDISH ACADEMY AT THE TABLE OF THE EIGHTEEN : A general view o Academy in the hall where the eighteen Academicians hold their w meetings. Before each member stands a candle. The ceremony at w Mr. Dag Hammarskjöld was admitted a member of the Academy was wat by a distinguished audience, which included the King and Queen of Sw and Princess Margaretha, who are seen in the box at the extreme left. Hammarskjöld had to fulfil the duty of every new Academician by asse the work of his predecessor, in this case his father, a former Prime Mini

MODERN SCHOOL BUILDINGS FOR A NEW IDEA : An aerial view of the buildings which house one of Holland's first joint public and church schools. It is the school at Zaandam, an industrial town six miles to the north of Amsterdam. By combining the public and the private schools, it is hoped to soothe the sometimes bitter feelings which have been aroused between the two. Recently, private schools have won a status of equality with public schools. At the back of the school is a gap, caused by a canal running across a road. Eventually a small bridge, which can be elevated, will be built across the canal.

NO SNOW ON THIS ROOF : Two Swiss architects, M. Dahinden and M. Y have designed a remarkable new type of house, which is here seen at Rig is constructed in the form of a pyramid ; as it has no upright walls, the is allowed to fall clear. It stands on four pillars, with its base compl clear of the ground, preventing dampness coming through the floors. The h is said to be cool in the summer and warm in the winter. The cost is about £3

A DYNASTIC EVENT FOR THE CAUDILLO : Generalissimo Franco and his wife visit their daughter and the little son to whom she had just given birth. At the bedside with their mother, who is married to a doctor, the Marquesa de Villaverde, are her two daughters, Carmen, aged five, and Maria, who is two. General Franco has no son, and under Spanish law the birth of a grandson enables his name to be perpetuated. At the christening in the Prado, in Madrid, the infant was given the name Francisco de Asis Jose Maria de la Santisima Trinidad y de Todos los Santos Franco Martinez Bordiu.

IN A TUNISIAN REBEL STRONGHOLD : A fellagha leader, Lazhar Chraiti, urges his followers to surrender to the French forces after action had been taken against the rebels. Despite the menacing nature of these tribesmen, one of whom can be seen brandishing a pistol, the leader was successful in his plea, and this band later left its mountain stronghold to lay down their arms. As a result of the joint appeal last November by General de Latour and the Tunisian President, Tahar ben Ammar, more than 2,500 of the fellagha have surrendered.

On left—

THE JURY MARATHON IN CLEVELAND : The jury at the murder trial of Dr. Samuel H. Sheppard at the first of their five breakfasts together in a Cleveland hotel. After a nine-week trial the jurors took 102 hours to reach a verdict of guilty of murder in the second degree. Throughout the five days and nights the jury were kept under locked doors and police supervision in the jury room of the courthouse and in their hotel bedrooms. In the United States, unlike Britain, there is no secrecy as to the identity of the jurors. Dr. Sheppard, who is thirty, was accused of bludgeoning to death his pregnant wife Marilyn. His defence during the trial was that his wife had been murdered by a bushy-haired intruder with whom he had unsuccessfully struggled. The prosecution alleged that Dr. Sheppard had quarrelled with his wife, over his affairs with other women. Conviction of first-degree murder would have meant a sentence of death ; second-degree murder carries a penalty of life imprisonment, with the possibility of a parole after ten years.

On right—

CONVICTED OF THE MURDER OF HIS WIFE : Dr. Samuel Sheppard, an osteopath, who, before being sentenced to life imprisonment, reiterated his innocence. His lawyer immediately called for a new trial.

SENTENCED FOR SPYING IN BERLIN : Irmgard Margarethe Schmidt being escorted by a policeman from the West Berlin court, where she had been sentenced to five years' imprisonment for spying for the Russians. The glamorous spy was described by the prosecution in the U.S. High Commission Court as being one of the most dangerous agents encountered since the war. It was alleged that she had worked her way into the hearts of U.S. Intelligence men in Berlin, and had access to top American secrets. Irmgard Schmidt declared that she had worked for the Russians to save her boy friend in the East Zone.

THE FERRY WITH THE COPIOUS JAW : The new Danish State Railways ferry *Kong Frederik IX*, which is now in use on the Danish-German Baltic route between Godser and Grossenbrode. The ferry has a triple car deck and can carry either 125 motor-cars or thirty lorries or ten sleeping cars or other express railway carriages, or three whole Diesel express trains. There is room for 1,200 passengers ; the total cost of the ferry was over £1,000,000.

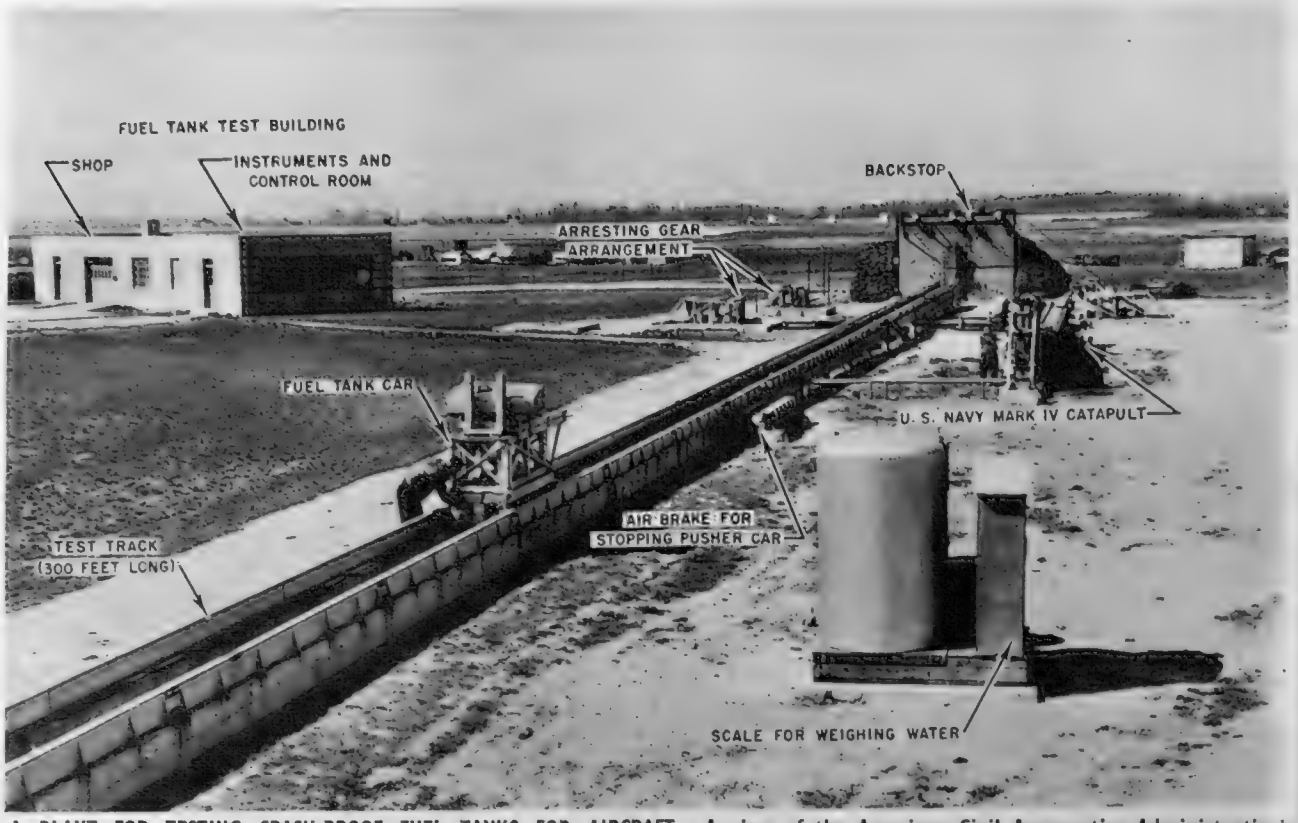
REDUCING FIRE RISK IN AIRCRAFT

A New Type of Crash-proof Fuel Tank has been Developed and is Undergoing Tests in the United States

For many years now it has been obvious that although fire is rarely the prime cause of an aircraft crash, it does constitute the greatest danger once the crash has occurred. In three disastrous crashes last year—the one at Singapore, the Shannon crash and the recent disaster at Idlewild—it has appeared that many passengers survived the initial impact, only to perish in the fire or be asphyxiated by petrol fumes when fuel tanks had burst. These three were sensational crashes which made headline news, but every year there are many smaller ones which follow the same pattern.

It is with this in mind that two American rubber companies, Goodyear and the United States Rubber, have developed a fuel tank which is less likely to rupture in a crash than those now in general use. The pictures on this page were taken during the first public demonstration of the tank by the Civil Aeronautics Administration. For the sake of safety, the tanks to be tested were filled with water instead of fuel. They were placed on a naval-type catapult which hurled them against a sand-bagged wall at speeds of up to 70 m.p.h. The new type of tank merely bounced off the wall, and although the metal surroundings were split, not even the smallest leak was found in the tank itself. When a normal-type tank was tested in a similar manner, it burst open on hitting the wall and water was scattered over a wide area. If the tank had been filled with fuel there would almost certainly have been a fire.

The main material used in these new tanks is nylon. Four layers of thick-weave nylon are impregnated with rubber and this forms the tough inner lining of the tank. Research on these two tanks has lasted for five years, and the two rubber companies acted in close co-operation with the C.A.A. On the results of the tests seen here, several aviation companies and the United States Armed Services have shown interest in the tanks. The main drawback to their use is that they are heavier than the older type. Technicians have estimated that a large passenger liner equipped with nylon tanks may have to carry four passengers fewer to compensate the extra weight, which will be about 600 lb. The general feeling, however, is that the greater safety ensured for passengers, crew, and freight will more than balance the decrease in payload.



A PLANT FOR TESTING CRASH-PROOF FUEL TANKS FOR AIRCRAFT: A view of the American Civil Aeronautics Administration's test centre at Indianapolis, where the new Goodyear rubberised nylon fuel tanks are being assessed. The long catapult used for throwing the tanks against the backstop can be seen. These tanks will lessen fire risk in crashes.

A STANDARD-TYPE FUEL TANK IS HURLED AGAINST THE WALL: In this picture, the water, which was used instead of fuel, can be seen spurting from the tank, which ruptured on impact. Several American aircraft firms have shown interest in the new tanks.

THE NEW TYPE OF FUEL TANK HURTLES ON TO THE WALL: This picture was taken a split second before the tank crashed into the wall. The tank, complete with "fuel" (water was used for safety), weighed more than one ton but survived the impact.

A SECOND AFTER IMPACT: The new type of fuel tank is seen poised against the sandbags just after crashing into them. Although the metal surrounding the fuel tank was split, the tank itself was not damaged and no "fuel" escaped from it.

A CLOSE-UP OF THE RUPTURED FUEL TANK: After this test the water used in the tank was found scattered over a wide area. If this had been aviation spirit, a considerable fire hazard would have been created. Fuel explosions are the greatest danger in crashes.

QUEEN JULIANA SIGNS THE DEED OF CONFIRMATION OF A NEW STATUTE ENDING COLONIAL RULE IN THE DUTCH WEST INDIES: The scene of splendour in the Hall of the Knights at The Hague as the Queen of the Netherlands bends over the table in front of the throne to sign the deed of confirmation. Seated on the dais at right is Prince Bernhard of the Netherlands. Under the new statute, Surinam, the Netherlands Antilles and Holland will be on an equal footing, united under the Crown.

THE STATE DRIVE THROUGH THE HAGUE: The golden coach carrying Queen Juliana and Prince Bernhard on its way to the Hall of the Knights for the ceremonial signing of the deed of confirmation. The occasion was invested with unusual splendour.

THE END OF DUTCH COLONIAL RULE

The Ceremony at The Hague at which Queen Juliana Confirmed the Statute which Put the Dutch West Indies on an Equal Footing with the Mother Country

In the splendour of the Hall of the Knights at The Hague Queen Juliana set the seal on six years of negotiations aimed at ending the colonial status of the Netherlands West Indies. The Queen of the Netherlands signed a deed of confirmation of the statute which provides for Surinam, the Netherlands Antilles and the Netherlands to co-operate on an equal footing, but united under the Crown. The two possessions in the Dutch West Indies will be completely free and autonomous in domestic matters, and, in fact, such autonomous rule with separate Governments and elected representative bodies was already established in 1950. Foreign affairs, and defence, economic and cultural matters will be the subjects of joint policy.

Queen Juliana said at the ceremony that the signing of the statute was the crowning achievement of the development which had finally abolished colonial relations. The last stage in the independence of Indonesia was reached last August, when a protocol dissolving the union between the former East Indian possession and the Netherlands was signed. Now that the Dutch West Indies have lost their colonial status, and acquired autonomy, only one Dutch possession remains under colonial rule. This is Netherlands New Guinea, which is claimed by Indonesia, and is still the subject of negotiations.

THE DEED IS SIGNED: Queen Juliana signing the documents abolishing colonial relations with Holland's West Indian possessions, which, however, continue to maintain their allegiance to the Queen.

THE POLITICIANS SURVEY THE FRUITS OF SIX YEARS OF NEGOTIATIONS: Looking over the documents after the signing are, from left, Mr. Willem J. A. Kernkamp, the Dutch Minister of Overseas Territories; Mr. A. Currie, Prime Minister of Surinam; Dr. Willem Drees, the Dutch Prime Minister; and Mr. E. Jonckheer, Prime Minister of the Netherlands Antilles. Talks on the ending of colonial status in the Dutch West Indies were begun in 1948.

THE HIGHEST UNCLIMBED MOUNTAIN IN THE WORLD—THE GREAT of Darjeeling, stands the great mass of the Kangchenjunga Group, the flat-topped Kabru ; still lower down, the Dome, and Talung Peak.

STORM ON KANGCHENJUNGA : A vivid impression of the immensity of the Himalaya range and the fury of the storm on the great peak. Cowering below the great mountains is Darjeeling, a sizeable town which is dwarfed even by the foothills of the Himalayas.

TARGET FOR 1955

KANGCHENJUNGA, THE HIGHEST UNCLIMBED MOUNTAIN IN THE WORLD, WILL BE THE OBJECT OF A RECONNAISSANCE EXPEDITION NEXT SPRING LED BY MR. CHARLES EVANS

A GROUP, TO WHICH A RECONNAISSANCE EXPEDITION WILL BE SENT IN THE SPRING : Framed by rhododendron trees on the summit of Tongloo, 10,000 ft. high, to the west peak is 28,146 ft. On the extreme left is Jannu, a great sphinx-like peak of 25,300 ft. To the right, below the great peaks of Kangchenjunga's southern wall, are me right is Pandim, 22,500 ft. Mr. Charles Evans will lead a reconnaissance party of eight, which will examine the possibility of a route to the upper part of the *massif*.

angchenjunga, the third-highest mountain in the world, forms the central masterpiece in the incomparable views from the -station of Darjeeling and its rather higher but easily accessible vederes, such as Tiger Hill. Out-topped only by Everest K2—in the latter case by only 100 ft.—this glorious mountain, h its gracefully soaring shoulders lifting for more than four es on either hand, excels all others in the wide sweep of its ely beauty. Nowhere does the term *massif* more aptly apply n to this immense structure, whose five recognised summits of r 26,000 ft. are supported on a star-shaped plinth of huge, granite ridges, their lower approaches wickedly armoured ice-terraces and steep avalanche-slopes above the five great iers to which the mountain probably owes its name, one erpretation being "The Five Treasuries of Snow."

Perhaps Kangchenjunga is nowhere seen to greater advantage n from Tongloo, whence the superb white length of the western ridge is less foreshortened than from Darjeeling itself.

Jannu, too, the magnificent sphinx-like peak of 25,300 ft. on the extreme left of the picture, whose sheer granite walls are so pale that it is hard to distinguish rock from ice, acquires an added stature. This is the mountain of which Vittorio Sella took an immortal close-up from near Chunjerma, when accompanying Freshfield, in 1899, on the first high-level reconnaissance which encircled the base of Kangchenjunga at more than 20,000 ft.

Beyond the cloud-blankets, which so typically cover the deep lateral valleys of Sikkim and the bare, green ridges, from 10,000 to 16,000 ft. behind them, rises a jumble of great snow peaks, dwarfed into insignificance by the southern wall of Kangchenjunga, which next year's reconnaissance intends to approach by the Yalung Glacier, curving up among them from the western (Jannu) side of the picture, but too deeply entrenched to be visible in it. Among them can be identified the flat-topped Kabru (24,000 ft.), climbed by C. R. Cooke in 1935, close under the soaring south-west ridge of Kangchenjunga and separated from it by the deep notch of the Talung Saddle ; Little Kabru, the Dome and Talung Peak, all over 20,000 ft. high.

The 1955 Reconnaissance will presumably follow the route taken last summer by John Kempe's party up the Yalung Glacier, where avalanches prevented access to the Talung Saddle at its head, but where they saw possibilities of gaining a foothold on the great frontal ridge, prominent in the middle of the picture, by way of another subsidiary glacier-basin to the west of the Talung Saddle's avalanche defences. Even if it proves possible to do so, it will still be a long and difficult climb to the summit of Kangchenjunga ; for the ridge, though shorter than those buttressing the mountain from the east and west, will still leave the problem of more than 5,000 ft. of steep and hazardous rock to be overcome.

Hugh Merrick.

"SIR HARRY"—SQUIRE OF UP PARK

The Great House Near Petersfield, Now the Property of the National Trust, will be opened to the Public this Year, 181 Years After its Acquisition by Sir Harry Fetherstone, the Squire who Added much to its Glories

By JOHN GORE

THE MYSTERIOUS CAREER OF HARRY FETHERSTONE, THE SQUIRE OF UP PARK.—When the announcement was made some months ago that Up Park, near Petersfield, had been taken over by the National Trust, I wrote for THE SPHERE a brief account of this unique museum of eighteenth- and early nineteenth-century art and crafts, together with some details of its glorious neighbour, Petworth.

The facts I drew on were open to all readers of the printed word. Some time in 1955 Up Park will be open to the public and interest is bound to arise in its history and, still more, in the history of the Squire who owned it for seventy years and did much to add to the glories created by his father.

To meet this public demand, I have reason to hope that within two years the history of this house and its owners will be written by one best fitted by knowledge, supported by the (at present) unreleased archives stored in the house. Until that book comes out, the many uncertainties and lacunæ in the career of Sir Harry Fetherstone, who inherited the house in 1774 and died in it at the age of ninety-two in 1846, can only be resolved or filled in by guess and inference from sources already published, of which *The Paget Brothers*, family letters edited by Lord Hilton and published by Murray's in 1918, remains the clearest light on the darkest phase of his career.

As has been told, this old manor of the Ford family was sold by their representative, Lord Tankerville, in 1747 to a wealthy Northumbrian baronet, owner of Castle Fetherstone and rich coalfields. This Sir Matthew married a young woman of taste and charm, Sarah Lethieullier, and they set about the transformation of the house, inside and out, with the aid of the finest craftsmen of that glorious age. What they did remains to-day hardly touched by time and weather.

The Only Son.—There was but one child of their marriage, Harry, who for most of his life was known in Society as Harry Fetherstone, *tout court*. Long as his life was, and interesting as were his boon companions in his earlier years, he was not deemed worthy of a place in D.N.B., albeit he was much more than a blade, a "leg" and a rustic squire. He was well enough read and cultured, had a fine taste in matters of art, quoted Horace aptly and spoke French as a second language, and, as became his position, had served his turn in political and public life in his county. Young Harry was on the grand tour when his father died in 1774 and he entered on his great inheritance while still a minor. His earlier education can no doubt be unearthed by research. He returned from the Continent a citizen of the world, a great *parti*, a man of fashion with a taste for sport, racing, dicing, wenching and drinking and wild extravagance.

It is not surprising that soon enough he joined the set of the Prince of Wales and was a close friend and associate of many of the set, a boon companion of the Prince, and a friend and equal of his noble neighbours in Sussex and a score more further afield. At the time of the Westminster Election in 1784, when the Prince gave a defiant and famous ball at Carlton House, Sir Harry is recorded as one of the most vigorous of the dancers.

Until 1810 he led this gay life which his great fortune could well support, including gambling losses in thousands at a sitting at Wattier's or at Brooks's, and so on, a racing stud (owner and amateur rider), Newmarket, a racecourse in his park, hunting and shooting on a grand scale, princely entertainment and a *nonpareil* chef at Up Park, regular visits to Paris and pretty mistresses.

Among whom, as most people remember, was Emma Hart, or Cadogan, later known to history as Lady Hamilton. She came to Up Park in 1780 and remained there till December 1781, when Charles Greville took her over and educated her as a suitable mistress for his uncle, from whom he had expectations, which a legal marriage by his uncle would upset. It has been said that Sir Harry treated her cruelly. Printed authority from the archives totally denies this. On more than one occasion he paid her pressing debts, remembered her regularly in presents of game, and so forth, and turned a sympathetic ear to her complaints as long as they seemed reasonable.

The Mysterious "Incident."—His life of pleasure and splendid sport in the gay circle of the Prince continued unchecked for another thirty years, until, in 1810, when Sir Harry was fifty-six years old, some incident occurred in his life which caused the Regent to break with him and some of his set to cold-shoulder him. Perhaps one day the archives will enlighten us on the nature of the incident. At the moment it is mere guess-work, legend or inference from printed hints in letters.

He was of a mature age, when man may well break with toping and gaming boon-companions. He might well have had enough of the cakes and ale. But the printed evidences make it perfectly clear that the break caused him five years of bitter chagrin, that he sought through his faithful friends to regain the Regent's favour, was made miserable by such old friends as wavered or held back the hand of friendship. Obviously the incident was serious and presumably damaging to his character. It seems very unlikely that it was a moral lapse, considering the Regent's easy notions of virtue. More likely, it was a breach of some item in the racing-man's or the card-player's code, and there seems to be some evidence that at this time even Sir Harry's great fortune was strained. He had certainly lost a large sum in a remarkable effort by a syndicate to found a colony in what is now Virginia, an effort which almost succeeded. He often mentioned his "misfortune," he never particularised its nature in printed letters. The incident still remains an unsolved mystery. Not all his friends deserted him. The family of Lord Uxbridge, devoted and loyal, stuck to him from the first, and Charles Paget became a great solace to him in his darkest hours, when he became owner of Highdown (now Fairoak), at Rogate, within a short walk of Up Park. It is possible that one of these Paget brothers was implicated with him in the incident, for they also temporarily lost the Regent's favour. The Seftons remained staunch, so did the Argylls; the Bedfords wavered for a time, but at last came back, so did the Scarbroughs. His cuisine and his chef and his shooting remained first-rate. He still gambled in London, losing £8,000 at a sitting at Brooks's on one occasion. But all through 1811 and on to 1815 he was made unhappy and remained unusually solitary at Up Park.

His letters tell us so. "My fate is *malheur sans remède*. I am surprised at being able to bear it." He longs to be asked to the Prince's famous fete at Carlton House. Sir Thomas Tyrwhitt comes down to break his solitude, Lord Paget tries to interest the Prince in his fate at the Pavilion or to enlist Royal sympathy at Kew, but nothing comes of it. Sir Harry's friend, Delmé, acts as his ears in London Society and reports regularly the trends of public opinion.

Another Small Mystery.—As the years pass, Sir Harry affects philosophy, pretends not to regret being out of the *beau monde*, and starts to write his memoirs of those earlier days. Those memoirs, if written or begun, are lost and many secrets with them. But Sir Harry still has a foot in the old world, still hopes against hope that the Prince will visit him when in residence at Brighton, and still expects an often-deferred visit by the Bedfords to Up Park. There is a reference in one of his letters to "the fracas at Woburn." There is no evidence at all to connect this with the incident that brought Sir Harry down, but the Duke of Bedford certainly was long in making up his mind to forget and forgive. A local legend may be nearer the truth. It suggests that this incident took place at the sham ruin on the hill (the Vandalia Towers, which commemorates another chapter in Sir Harry's curious career). It suggests that, during some revels there, on one of the Prince's visits, his host went too far in the Brummell manner and that the Prince was "not amused."

THE MAIN SOUTH FRONT OF UP PARK: This West Sussex house stands on the South Downs above the village of South Harting, near Petersfield. It was built by Lord Grey of Werke and Earl of Tankerville in the eighteenth century, and was sold to the Fetherstones in 1747.

Meanwhile Sir Harry was beginning to resume his splendid hospitality at Up Park, and in 1817 we hear of him carefully planning the beats (Lady Holt, Bolton plantations, Millhanger and Hasting warren) for four days of battue shooting for the entertainment of the Duke of Richmond and Lord March, Lords Anglesea and Sefton, and Arthur Paget.

Another note of interrogation raised its head in 1817. In November of that year the State purchased Stratfield Saye from Lord Rivers as a fitting country estate for the victor of Waterloo. Some time earlier, Up Park had been suggested, and the Duke wrote to Sir Harry that no house would suit his fancy better. He changed his mind when, on coming to view it, he breasted the steep hill-road from West Harting and considered the probable steep increase in the cost of renewing his carriage horses.

But clearly Sir Harry was prepared to part at that time with the home he loved intensely and had spent so much to adorn. Was he then pressed for money, and was this pressure one result of the "incident"? There are hints in his published letters of economies small and large, from a reduction of staff to the costs of postage, but it is profitless to speculate. The sale never came off. He remained at Up Park and still entertained lavishly on occasions.

In 1819 he spent many weeks in Paris, regaining his interest in home and foreign politics. A few more years passed in the same pattern and Sir Harry reached the age of seventy, still very hale and hearty.

More Curious Still.—He was seventy-one in 1825, when he made perhaps the most romantic and remarkable move in his career. The young (but elder) daughter of his poulterer and park-keeper, Bullock, had lately been promoted head dairy maid at Up Park. She was named Mary Ann, and one day Sir Harry, pottering along his private terrace on the west side, saw her at work through the glass door in the pretty shelter which may still be admired in the stable wall. He asked who she was. He thought about her. He decided to marry her. Soon or late, she accepted, and he sent her to Paris to be educated. It is said that she made him an excellent wife for the twenty-one years which remained to him.

It is natural enough that local legends grew and lived long round this romantic passage in the Squire's life. The most romantic and least probable relates that when he proposed, he told Mary Ann to think it over and to give her answer by a sign. If the answer was "yes," she was to go to the kitchen and cut a slice out of his joint before it reached his table.

Another more likely (and of considerable importance in the succession) relates to Mary Ann's little sister, Frances. It tells how Sir Harry and his wife, returning from an airing, passed a little girl who tossed a posy of wild flowers into the carriage. Sir Harry was attracted and wondered who the child might be. Mary Ann told him she was her little sister. Sir Harry proposed that they should educate her. And so it was.

Sir Harry and Mary Ann had no children. When he died in 1846, he left to Mary Ann the estate and the bulk of his property absolutely. She died in 1875 and passed the inheritance on to Frances, with the unwritten trust to find an heir, who would take the name and carry on the inheritance, from some noble family in the neighbourhood. Frances lived on until 1895. But to return to 1825 and the marriage.

Sir Harry's old cronies and friends clearly accepted it with a sympathetic smile. He was "poor, dear, old Sir Harry" now. In 1827 he had a severe illness and many expressed their hopes for his recovery.

Tono-Bungay.—The last years passed peacefully at Up Park until, soon after reaching his ninety-second birthday, the old Squire failed and died. It was Lady Fetherstone's desire to make no changes but to keep everything "as Sir 'Arry 'ad it." Probably her higher education had been too short.

In 1880 a new housekeeper came to the Park. She was H. G. Wells' mother, and *Tono-Bungay* and autobiographical notes of H. G. Wells tell us very vividly and amusingly of their life below stairs when Frances lived on there after her sister's death with her old governess as companion. In the early 1890's Frances, after securing the inheritance as best she could, lived out her life and occasionally gave a children's party. To one of those I was taken as a small child. I have no recollection of the party or the hostess. Perhaps I shook her hand. In any case, I was entertained by the sister-in-law of a man born in the year 1754, when George II was King and America did not exist as a nation. These famous "links with the past" require abnormal conditions and this particular one possessed them in plenty.

The ultimate settlement of the inheritance resulted in a life tenancy for a younger son of Lord Winterton and passed to the present entail ownership of Admiral Sir H. Meade-Fetherstonehaugh, a younger son of the 4th Earl of Clanwilliam, whence, with the aid of munificent endowments, the National Trust recently acquired their interests.

TITO IN INDIA

The Welcome to the Yugoslav President, Who is the First Head of a Communist State to Visit India, was an Occasion for Pomp and Grandeur

Marshal Tito's State visit to India of eighteen days is being made a great occasion. It is the first time the Head of a Communist State has been welcomed there, and India's liking for colour and trappings, salutes and processions has been given full play. Indeed, the uninformed observer might have thought from some of the scenes that the Republic had reverted to the old Viceregal days.

At Bombay the President of Yugoslavia was formally received at the "Gateway of India." National anthems were played, a naval guard of honour presented arms, Indian military aircraft roared overhead and guns from the shore batteries thundered their salutes. In Delhi the welcome was even more magnificent. Massed bands in turbans, scarlet tunics and white gaiters played a royal salute. President Prasad and Mr. Nehru greeted their visitor and a splendid cavalcade set off for Rashtrapati Bhavan, or Government House, where the Marshal was to stay with the President.

Marshal Tito and Mr. Nehru, the Indian Prime Minister, had a number of informal talks. It is believed that the Marshal was particularly interested to hear from Mr. Nehru his impressions of the Chinese type of Communism which he saw on his recent visit to Peking. Mr. Nehru's present political policy is one which he himself terms "non-alignment." This means no commitments with the Communist or the anti-Communist groups of powers. He is said to regard Marshal Tito as a European advocate of similar ideas and has hopes of forming with him a neutral "third block."

MARSHAL TITO ENTERS THE "GATEWAY OF INDIA": The scene at the "Gateway" in Bombay, when the Yugoslav President was formally welcomed on the start of his eighteen-days State visit to India. Indian Air Force planes flew over the naval guard of honour and salutes were fired from shore batteries. Marshal Tito was received on the "Gateway" steps.

THE FIRST COMMUNIST HEAD OF STATE TO VISIT INDIA: Marshal Tito is greeted by notabilities of Bombay. Here he is seen being introduced by the Chief Minister of Bombay to members of the Diplomatic Corps.

THE YUGOSLAV PRESIDENT REACHES DELHI: *On left*—Marshal Tito talks with Mr. Nehru, the Indian Prime Minister, at the railway station. Later they had an informal exchange of views. *On right*—The Marshal, wearing a garland, is shown round the Juma Mosque.

PRESIDENT GREETS PRESIDENT: At Delhi, Marshal Tito was first welcomed by President Prasad. His State visit has been an occasion for the traditional pomp of India.

A SPLENDID PROCESSION THROUGH THE CAPITAL OF INDIA: Marshal Tito and President Prasad drove in magnificent state through Delhi to Government House, or Rashtrapati Bhavan, as it is now called. This was where the Marshal stayed as the President's guest during the five days he spent in the capital.

A 22,000-FT. HIMALAYAN PEAK WAS THE EXPEDITION'S PRIMARY OBJECTIVE: Mount Rakshya rises in a corner of North-West Nepal. Last August it was climbed for the first time by the Oxford University Expedition to West Nepal. This picture shows their final route. They went up the glacier on the left and from there worked along the ridge on the skyline to the summit.

AMONG SOME OF THE HIGHEST MOUNTAINS IN THE WORLD: This map of the Himalayas shows the centre the area of exploration of the University climbers in Nepal this year. Api and Saipa each 23,000 ft. high. In exploring this ridge the expedition had many difficulties to overc

EXAMINING A POSSIBLE ROUTE: One of the party looks up the slope of Peak Five in the Rakshya Urai. Each climber reached 20,000 ft., although some of the more ambitious climbs were curtailed by bad weather.

A VIEW OVER A REMOTE TIBETAN PLATEAU: This picture was taken from near a 20,500-ft. peak on the Nepalese-Tibetan border of the Himalayas. In the right background the i topped Gurla Mandhatta rises in solitary splendour to 25,500 ft. from the Tibetan

OXFORD'S HIMALAYAN EXPEDITIO

Pictures of the University Exploration Club's Expedition to a Little-known Cor Nepal, where 22,000-ft. Mount Rakshya was Scaled and Many Valuable Surveys

By J. E. M. ARNOLD, a Member of the Expedition

LATE in 1953 it was decided to send an expedition to the Himalayas from Oxford University. The expedition was planned to be in the field in the summer of 1954, and the area chosen was the little known north-west corner of Nepal between the peaks of Api (23,300 ft.) and the unclimbed Saipal (23,000 ft.).

The expedition was sponsored by the Oxford University Exploration Club, and four of its members came from the University—Dr. H. J. Harrington, the leader, who is a New Zealand geologist; I. F. Davidson, organiser; J. E. M. Arnold, botanist; and J. J. Murray, an American Rhodes Scholar and zoologist. In India the party was joined by C. M. Todd, a New Zealander who, earlier in the year, had climbed Baruntse (23,700 ft.) while with Sir Edmund Hillary's New Zealand Alpine Club Expedition in the Himalayas.

To reach the selected area involved a long journey from the railhead town of Tanakpur, near the Nepal border. As far as Pithoragarh, travel by truck was possible, though severely hindered by numerous landslides brought about by heavy monsoon rains. During this part of the journey the expedition suffered the loss of its only phototheodolite, which fell into the Ramganga River while being carried across from one truck to another on the far side.

At Pithoragarh the road ended, and thirty-five Dhotial coolies were signed on to carry for the expedition. On July 27 the expedition crossed the Kali River into Nepal. Ten days marching across the foothills of Nepal brought them to Chainpur, in the valley of the Seti River. After a brief stay there—the guests of the hospitable Rajah of Bajang—a further three days carried them to the village of Dhuli, above the Seti River and at the foot of the Saipal massif.

As a result of an unsuccessful attempt, earlier in the season, by an Austrian Expedition to climb Saipal from the South, it was planned to explore the northern approaches to the mountain up the valley of the Inguldwar River, just north of Dhuli.

This trackless, uninhabited valley proved to be guarded by a series of gorges blocked at that season by the rain-swollen river. The first gorge was forced, with difficulty, by climbing over the confining cliff on one side. The passage, however, was completed only after one load had been dropped down the cliff face—though fortunately it was retrieved, little damaged.

The effort, however, was in vain, for the second gorge proved impassable. This repulse was made complete when the Dhotial coolies refused to carry any further, and had to be paid off. The expedition was, therefore, forced to retreat to the Seti Valley, and had to turn its attention elsewhere. A number of the local Dhulials—a small, hardy race of hunters and traders, clearly of Mongol origin—were employed to carry a reduced number of loads on up the Seti.

Three days later the base camp was pitched at 16,000 ft. in the Seti Valley, alongside an encampment of Tibetans—allowed to come thus far into Nepal to

To the north-west lay a massif of peaks and gl the Rakshya Urai, dominated by the 22,000-ft. p Rakshya itself. Its predominance marked this mo out as the primary objective for the expedition.

A preliminary reconnaissance disclosed a route a glacier sweeping down from the north flanks mountain, but persistent bad weather prevent attempts to trace a route any higher.

While waiting for better weather on Rakshya, was carried on up the valley and pitched at 18,5 almost on the Tibetan border. During the next w members of the expedition climbed to a hei 20,000 ft. at least once. The first successful asce achieved on August 23 by Murray and Harrington 20,500-ft. rock-peak on the border. Climbs on border peaks were often rewarded by views ov Tibetan plateau to the great mass of Gurla Mand rising in solitary splendour to a height of 25,500

On August 26 the expedition returned to base During the next two days loads were carried to the below Rakshya, for a camp at 19,000 ft.

At first light on August 29 the sky was unu clear. Todd, Murray, Harrington and the two Sher Mingma and Ang Temba—were quickly away glacier. The north face of Rakshya was now vis them for the first time, and it was at once appare a possible route led up it to the summit. The w

HAZARD OF THE HIMALAYAS : Two of the climbers are negotiating a glacier between Peaks Four and Five of the Rakshya Urai on their way to establish a camp.

CAMP AT NEARLY 20,000 FT. : The sun silhouettes one of the party on the side of the tent. This camp was pitched on the glacier below Peak Four of the Rakshya Urai.

ontinued exceptionally fine and the decision was taken o attempt to reach the summit that day.

A side glacier led them up to a col on the east ridge f the mountain, but only after two bergschrunds had een negotiated. The ridge proved to be at a much teeper angle than they had estimated, but after hours f step-cutting the summit was reached.

During the descent Murray slipped and, unable to heck his fall, slid down the slope into a small crevasse. ortunately he sustained only bruises and abrasions, nd the rest of the descent was accomplished without urther incident.

The next day the bad weather had returned, emphasizng the good fortune of the previous day. The following ay camp was broken and everybody returned to ase camp.

In the remaining week the party split. One group stablished a camp on a glacier between Peaks Four and ive of the Rakshya Urai, the others moved down the eti Valley to the foot of Mudusia—a striking 21,000-ft. eak. Bad weather again hindered all climbing and nly a single fine day occurred, allowing both parties to xtend their survey, but no more.

This brought the stay in the high valleys to an end. he march out began on September 10, the way following he inward route. At first, monsoon rains continued to inder the party, but soon they were left behind ; and on eptember 24 the expedition arrived back in Pithoragárh.

A PEAK WHICH PROVED UNCONQUERABLE: The great summit ridge of Saipal (23,000 ft.)—in the left background—is seen across the valley of the Seti from a camp high on the Rakshya Urai. An attempt on Saipal from the north was unsuccessful due to the swollen state of the Inguldwar River where it passed through a gorge. In the right background is 21,000-ft Mudusia.

On left—

THE MEMBERS OF THE OXFORD UNIVERSITY EXPEDITION : From left to right —standing are I. F. Davidson (organiser), J. E. M. Arnold (botanist), J. J. Murray (zoologist and an American Rhodes Scholar), C. M. Todd, a New Zealander who joined the party in India, and Dr. H. J. Harrington, the leader from New Zealand. Seated are Sherpas, Mingma and Ang Temba. Todd, Harrington, Murray, and the Sherpas, reached the top of Rakshya.

THE ROOF OF THE WORLD : Looking south from the Tibetan-Nepalese border through the mists lying over the summits of the main Himalayan range. On the left is the peak of Mudusia. The expedition hoped to climb this mountain, but as happened with several other of their plans, bad weather hindered their attempts.

A GILT PORRINGER, COVER AND STAND WHICH IS TO BE EXHIBITED AT CHRISTIE'S: This very beautiful piece with pierced silver foliage inlay was given to the church of Colerne, Wiltshire, in 1774 by the Hon. Mrs. Elizabeth Forrester. Its date is *circa* 1680, the maker's mark GF. The porringer is 5⅛ ins. high, the stand being 9¾ ins. in diameter. Although there have been many exhibitions of Church plate, this is the first in which the treasures of English and Welsh churches have been shown together. The exhibition is to be opened on January 5.

SECULAR PLATE from ENGLISH CHURCHES

A Unique Collection of Silver Treasures which is to be Exhibited at Christie's in London

By L. G. G. Ramsey, F.S.A.

(*Editor of the "Connoisseur"*)

THE exhibition of silver treasures from English Churches, which opens at Christie's Great Rooms in King Street, St. James's, on January 5, will provide a rare treat. It will be a tremendous encouragement to those who fear, and not without reason (in spite of the fact that the traffic in works of art has once again become two-way between England and America), that in due course far too many important art objects which rightly belong to England will have found their way across the Atlantic. This particular display of rare English silver will, however, demonstrate that this supposition is one which is almost to the contrary. These pieces now shown *must* remain in England. Sponsored by the *Daily Telegraph*, the exhibition is in aid of the Historic Churches Preservation Trust. With commendable intelligence it has been arranged that it shall remain open each evening until 6.30 p.m.: and on Sundays from 2.30 to 5.30 p.m. It continues until January 30. This will enable many people who are otherwise engaged upon a weekday to see what is, in fact, the first exhibition of its kind. The majority of the pieces shown, moreover, will be seen for the first time in London.

Exhibits are drawn from all over England and Wales. But inner London, already well served by exhibitions at the Victoria and Albert Museum and by the 1951 exhibition of City Plate at the Goldsmiths' Hall, is not represented. St. John's Church, Hampstead, and St. Giles's, Camberwell, are the two churches closest to inner London from which exhibits have been taken. This secular plate, in fact, consists of pieces which have come into the Church's possession by gift of legacy or purchase over the course of centuries: and although it is not always known how a particular piece came to be acquired, records have happily survived in some cases.

The Reformation swept away all the vessels used at the Roman Mass. The commissioners of Edward VI confiscated the plate from nearly every church, leaving usually one cup and paten; and Archbishop Parker's visitation questions of 1568 ordered the archdeacons to enquire whether churches "do minister in any profane cups or chalices heretofore used at Masse or els in a decent Communion cuppe provided and kept for the same purpose only." As a result, Communion cups were mass-produced to a standard pattern, while at the same time many secular cups and other household pieces were transferred to the church from local establishments. Flagons and tankards came to be used for carrying the wine to the altar, while salvers, dishes and drinking-bowls did duty as alms dishes. The practice of presenting or acquiring secular plate for church use, so common in earlier times, has virtually ceased in the last 150 years.

A very rare cup belonging to the first half of the fifteenth century is the earliest exhibit at the Christie's display. It is supported on the figures of dogs and comes from Marston, Oxfordshire. Although this cup has been in constant use, the church having no other, it has survived in a beautiful state of repair. It is closely followed in antiquity by the famous covered cup (*c.* 1450) from Lacock, Wiltshire, which is unmarked. The nearest parallel in form to this unique cup is the Foundress Cup at Christ's College, Cambridge, which can be dated close to 1440 because of the arms which it bears.

There are more than 100 pieces of plate of exceptional beauty and craftsmanship in this exhibition, and attached to some of them are stories which cast strange

A ROCK-CRYSTAL CUP AND COVER: A 17½-ins.-high p... *circa* 1600, from Yateley, Hants. The church acc... for 1675 record it as the gift of Mrs. Sarah (...

sidelights on history. For example, the silver B... cup, which belongs to Cirencester, is dated 1535. ... believed that Queen Elizabeth I inherited the cup ... her mother, Anne Boleyn, and that she subsequen... presented it to her physician, Richard Masters, gra... of the lands of Cirencester Abbey. Very suitably ... left it to the church in 1565. The falcon badge wh... surmounts the cover was Anne Boleyn's personal ba... This same personal falcon is also represented on one ... the only known pair of Henry VIII andirons which ... stand in the Great Hall at Knole.

Three cups roughly contemporary with the Cirence... example are the 1550 cup from Plympton, Devon, ... the silver-gilt covered cup from Inkberrow, Worces... shire, dated 1592, and the 1579 cup from St ... Mancroft, Norwich (the church which contains one ... the four elaborate canopied fonts of England), presen... by Sir Peter Gleane, Mayor of and Member of Parliam... for Norwich in 1633. The only gold cup to be shown ... this exhibition is an early seventeenth-century (*c.* 16... acorn cup which belongs to Stapleford, Leicestersh... It is engraved with the arms of Bennet, Earl of H... borough, who bequeathed it to the church in 173... it is the earliest known English gold secular piece ... record to have survived.

The "steeple" cup is also represented. The cov... of these cups were surmounted by a representation o... church steeple: and more than forty examples ... known to exist in church ownership to-day. In t... group the most imposing stands over 2 ft. high. ... comes from Bodmin and is dated 1617. A smal... steeple cup is one dated 1613 from Holme Cultra... Abbey, Cumberland, standing 15½ ins. high. Mention must also be made of a very beautiful late seventeen... century (*c.* 1680) gilt porringer, cover and sta... overlayed with pierced silver foliage, the maker's ma... only GF. This comes from the church of St. John ... Baptist, Colerne, Wiltshire, and was the gift in 17... the Hon. Mrs. Elizabeth Forrester. Not much documen... tary evidence exists in relation to the past history ... this church, but it is not improbable that a religi... building existed there in Saxon times. The manor ... Colerne is mentioned in Domesday as one of the "vill... held directly from the King by Humphrey de l'Isle.

One of the most picturesque stories associated w... the exhibits concerns the massive and unusual Que... Anne candlesticks, each supported on tripod feet. The... were presented to Bristol Cathedral by the Town Cle... John Romsey, who was part-owner of two privateers ... the *Duke* and the *Duchess*. These ships took part in a... unusually successful expedition to the West Indies ... 1708 and returned home after three years laden with t... loot of three towns and of thirteen Spanish ships, as w... as the buccaneer, Alexander Selkirk, who had long be... marooned on the island of Juan Fernandez. Curious...

A SILVER SALVER OF 1662: 18 ins. in diameter, the salver is engraved with the arms of Edward Hyde, Earl of Clarendon, the father-in-law of James II. It comes from St. Martin's Church, Salisbury.

THE BOLEYN CUP OF 1535: This is surmounted by Anne Boleyn's personal badge of the falcon. The cup comes from Cirencester.

CUPS AND BEAKERS OF THE SIXTEENTH AND SEVENTEENTH CENTURIES: *Left*—A beaker of 1593, 6⅛ ins. high, from Haworth, Yorkshire, which must have been used by the father of the Brontë sisters. *Centre*—This gold acorn cup, *circa* 1610, from Stapleford, Leics, is the only example of gold in the exhibition. *Right*—The arms of Egioke appear on this cup and cover of 1592 from Inkberrow, Worcs.

A CUP AND COVER OF 1692: This is 7½ ins. high and is decorated with "cut card" work. It was the gift to Normanton Church, Yorkshire, in 1699, of Henry Favell.

On left—
A RATHER OVER-ELABORATE GILT TANKARD: Decorated with heads in relief on a chased strapwork ground, this is dated 1602. It stands 8⅛ ins. high and comes from Heddington, Wilts.

On right—
A FLAGON FROM WORPLESDON, SURREY: A silver-gilt flagon of 1598. This and another, its companion, from Mapledurham, Oxon, are together at the exhibition.

ONE OF A SUPERB PAIR OF GILT CANDLESTICKS OF 1675: The maker's mark is I.B. and the piece is 14 ins. high. The candlesticks were given by Peregrine the 2nd Duke of Leeds (1659-1729) to Harthill Church, in Yorkshire.

Left—
STANDING CUP AND COVER FROM LACOCK, WILTS: This extremely rare and singularly beautiful antique stands 13¾ ins. high. It is unmarked but can be dated *circa* 1450.

FROM A WELL-KNOWN SOMERSET VILLAGE: Many of those who attend the exhibition will have visited Montacute House, Somerset. From the little church in Montacute village comes this gilt ewer and dish of 1724, by the Huguenot silversmith, John Le Sage. They were given in memory of John Phelips of Montacute in 1781.

Selkirk survived to serve as a lieutenant in the Royal Navy before he died at the age of forty-seven. The candlesticks were Romsey's attempt at atonement for the crimes most surely committed during the expedition, and they cost him the substantial sum of £114. They were made in 1712 by Gabriel Sleath, the London silversmith. Another fine pair of candlesticks are those dated 1675 which were presented by the 2nd Duke of Leeds to late thirteenth-century Harthill Church, Yorkshire, and which survive with their original gilding.

Possibly the flagons and tankards are amongst the most attractive exhibits from the layman's point of view, and those shown range from the late sixteenth century. A pair of flagons from Westwell, Kent, dated 1594 and 1597, was given by one George Ripple, who "seeing all went into the city and none into the Temple (where, because he had found great consolation, he desired to make some poor oblation) gave to the Church two gilt flagons and a gilt Communion cuppe with a cover." Another pair of flagons, dated 1598, was left to Eton College by Lady Margaret Savile in the year 1631. They were subsequently divided between Worplesdon, Surrey, and Mapledurham, Oxfordshire, both livings being in the gift of Eton. The flagons have been brought together again, therefore, for this exhibition.

A single flagon, dated 1576, comes from Charsfield, Suffolk, and is engraved with the monogram of the Wingfield family, lords of the manor of Charsfield. Only two other flagons in this form are known to exist. One is in the possession of the Armourers' and Braziers' Company, the other was in Lord Swaythling's famous collection. Of the tankards, which did service for flagons in some of the smaller churches, three early ones come from Wiltshire churches and others from the Early English church of Ottery St. Mary, Devon; Mickleham, Surrey, and from Leckhampton, Gloucestershire.

The finest salver exhibited is the one presented to St. Martin's Church, Salisbury, in 1686. Dated 1662, it is engraved with the arms of Lord Clarendon, the Lord Chancellor for the first seven years of Charles II's reign. An oval dish, dated 1697, in the possession of St. Michael's Church, Southampton, is the earliest of five surviving dishes by the same maker which were presented to the Lord Mayor annually by the Jewish congregation of Bevis Marks Synagogue, London. Laden with sweetmeats, they were intended as tactful reminders of the existence of the Jewish colony in London and of its reliance, to some extent, upon the Lord Mayor's kindly protection.

Of the later exhibits, the most beautiful are the gilt ewer and dish in the possession of Montacute Church, Somerset. They are dated 1724 and are the work of the Huguenot silversmith, John Le Sage, having been given to the church in 1781 in memory of John Phelips of that great Somersetshire house, Montacute. The ewer is 9¾ ins. high, the dish 14½ ins. long.

SEASONABLE SHOWS

Pantomimes, "Peter Pan," a New Children's Play and the Crazy Gang at London Theatres

"DICK WHITTINGTON," AT HAMMERSMITH: In the pantomime at the King's Theatre, Hammersmith, the famous singer, Anne Ziegler (centre) is playing the title role of Dick Whittington. With her in this scene are, on left, Alice (Betty Wood), and the Cat (Bertram Tyrell).

A PANTOMIME ON ICE: The Jewel Ballet, in which sixty chorines take part, is one of the many spectacular scenes in *Aladdin* on ice at the Empire Pool at Wembley. This is a most magnificently dressed and presented pantomime, combining skating, dazzling decor, comedy and numerous surprises. A full choir is accompanied by a symphony orchestra, and the cast has altogether nearly 2,500 costumes. The Principal Boy is Jacqueline du Bief, the world ice-skating champion from France. The Lord Mayor of London attended the opening performance of this show.

"PETER PAN'S" GOLDEN JUBILEE: Barrie's play has reached its fiftieth birthday. John Fernald's production this year is at the Scala Theatre, with new sets and costumes. In the flight scene are, from the left—John Darling (Julian Yardley, aged twelve), Peter Pan (Barbara Kelly), Wendy (Dorothy Bomiley) and Michael Darling (Colin Gibson, aged thirteen).

On right—
THE CRAZY GANG IN "JOKERS WILD": One of the highlights of their 1955 Revue at the Victoria Palace is the monks' bell-ringing scene, "Frére Jacques." From left to right are—Charlie Naughton, Teddy Knox, Jimmy Nervo, Bud Flanagan and Jimmy Gold. They run the gamut from monastic solemnity to reckless gaiety. In all their acts this now established British theatrical institution maintain the style of old music-hall comedy for which they are famous. In one act they are women railway cleaners. Glamour and dancing are provided by the John Tiller Girls.

A CHRISTMAS PLAY BY ENID BLYTON: It is the first essay in this medium by the authoress of many children's books. Entitled *Noddy in Toyland*, it is at the Stoll Theatre. This picture shows three of the characters, from left—Mr. Pinkwhistle (George Howe), Silky (Maureen Davis) and Noddy (Bunny May).

THE AUSTRALIANS HOLD THEIR CATCHES : Hole, watched by Archer (left), Langley and the bowler, Davidson, holds a sharp catch from Appleyard in England's first innings at Sydney. It was Appleyard's last-wicket stand of 46 with Statham in the second innings that gave the England team their chance of winning the Test.

BAILEY FAILS AS AN OPENING BATSMAN : The Essex cricketer's middle stump is sent flying by a ball from Lindwall as Hutton looks on from the other end. In neither innings was Bailey successful as an opening batsman, but his intelligent bowling gained four wickets and made a great contribution to Australia's first-innings downfall.

FAILURE AND SUCCESS FOR GRAVENEY AT SLIP : Evans and Edrich throw out their arms as Graveney drops Burke at second slip when the Australian had made 31 out of his 44 in Australia's first innings. Harvey is the batsman at the other end. *Below*—Graveney makes no mistake when Favell gives him a chance off Bailey, extreme right. Burke is the batsman at the other end, and to his right is Hutton.

ENGLAND'S TEST WIN AT SYDNEY

By Beating Australia by 38 Runs, England are All-square in the Rubber, and the Scene is Set for a Great Struggle at Melbourne

Against all expectations, England, after a poor batting display in the first innings and another collapse in the second, beat Australia in the second Test match by 38 runs. Morris, captaining Australia against England for the first time, elected to field first. But it was over-anxiousness on the part of the batsmen and fine bowling by Archer, Johnston and Lindwall rather than the conditions which caused England's downfall. Only a carefree, hard-hitting innings of 35 by Wardle enabled the England total to reach 154. The Australians found the English fast bowlers, Tyson, Bailey and Statham, hardly more to their liking, but aggressive stroke-making, notably by Archer, brought them a lead of 74.

When the first three England wickets had gone down for 55 in the second innings, the position looked bleak indeed. But then, the two young amateurs, May and Cowdrey, came together and they defied the Australian attack to the tune of 116 runs. May completed his first hundred against Australia, but then came another collapse against the fast bowlers, and England's lead of 222 was obtained only after a last-wicket stand by Statham and Appleyard for 46. It was left to a magnificent display of fast bowling by Tyson to redeem England's failures at the crease. Pitching the ball well up to the batsmen, he took six wickets, four of them clean-bowled. Only Harvey was able to withstand the onslaught, scoring 92 not out.

WARDLE HITS OUT : The Yorkshire left-hander has advanced down the pitch to hit Johnston, also in the picture. Wardle made a brave assault on the bowling in England's first innings.

TYSON IS HIT BY A BUMPER : He turned his back and was badly hit on the head by a ball from Lindwall. Tyson retaliated by superb bowling, taking six second-innings wickets for 85.

DISASTER AND MISHAPS IN AMERICA

Twenty-six were Killed in an Air Crash in New York, but There Were no Casualties in Two Mishaps to Small Ships

A WALL OF SMOKE AND FLAMES FOLLOWS AN AIR DISASTER : The approach pier on the edge of Idlewild Airport, New York, was set on fire when an Italian DC-6 airliner crashed into it. Twenty-six people were killed and there were only six survivors.

The horror of the disaster to the Italian airliner which crashed at Idlewild airport, New York, was increased by the blazing fire which resulted on an approach pier. The aircraft, a DC-6, was flying from Rome and Milan, with thirty-two people on board. Over Idlewild the pilot missed the first approach and joined other planes waiting to land. Clearance was given for a runway approached by two jetties extending about 2,000 ft. into Jamaica Bay. Twice the pilot came in too low and missed the approach. The third time the aircraft hit the outer end of the jetty and exploded.

Immediately rescue teams, police and fire engines rushed towards the scene. But one of the piers had caught fire and was quickly a terrifying wall of flames and smoke. This hindered rescue from the land. However, helicopters and motor-boats picked up four survivors and two other passengers came ashore by themselves. But the remaining sixteen passengers and all ten of the crew lost their lives.

THE SEARCH BY THE BURNT-OUT PIER : A U.S. Naval launch and a police boat carry on investigations by the skeleton of the pier at Idlewild. Divers went down and found what is believed to be the main part of the fuselage.

SURVIVORS ARE BROUGHT ASHORE : The six passengers who escaped had all been in the tail of the airliner. They were hurled into the water, but two of them escaped entirely unhurt and the other four only suffered from shock.

ON THE ROCKS OFF SAN FRANCISCO : The fishing boat *My Pride* foundered on the rocks near the Golden Gate Bridge in San Francisco Harbour. Her owner, Mr. L. E. Merritt, is standing by the deck house. Coastguards had great difficulty in persuading him to leave the doomed vessel. It was reported to be uninsured and the owner wanted to stay aboard in the forlorn hope of saving her. Eventually he agreed to come ashore.

NO LIVES LOST IN BLAZING FISHING BOAT : The *Shannon* caught fire off Cape May in New Jersey. There were five people on board the fishing boat. However, when this picture of the flames leaping from the after deck was made by a coastguard aircraft, they had been taken aboard by the ship *South Seas* and were reported to be "in good shape" on their way back to port. Later the coastguard tender *Gentian* attempted to put out the fire but her efforts were unsuccessful and the *Shannon* sank in a few hours.

THE RIOTS IN CYPRUS

Shots were Fired by British Troops During the Demonstrations on the Island; And in Salonika, Greek Students Made Violent Demonstrations Against America

The worst riots in Cyprus since 1931, when Government House was burned down, greeted the news that the United Nations General Assembly had voted to shelve the question of Cypriot union with Greece for the time being. Earlier, there had been demonstrations of a violent nature by the students of Athens and Salonika. The rioters in Cyprus were even younger. Reports stated that they were no more than schoolboys; but a number of older people were among those arrested, and there can be little doubt that many of the boys were put up to the demonstrations by anti-British organisations.

It was at the Port of Limassol that the ugliest situation developed, and several British families were involved. A crowd outside the hospital there began to stone windows and the police. They could not be dispersed by the usual police methods, which included the use of tear gas, and the British troops stationed near by were called out. After three hours of continued rioting, three shots were fired into the crowd. At Nicosia, where the casualties proved to be heavier than in Limassol, the schoolboys did considerable damage to British property, and the police had great difficulty in curbing the demonstrators. The riots took place during a twenty-four-hour general strike called by the nationalist and Communist trade unions of the island, in protest against the United Nations decision. Afterwards the Governor of the island, Sir Robert Armitage, said in a broadcast that he would take all appropriate measures to prevent a recurrence of violence. Official notices were put up in the island forbidding meetings by more than five people, and warning the population that the police had orders to fire if necessary on any person rioting, burning, looting, or behaving in a manner prejudicial to the preservation of peace.

THE POLICE ATTEMPT TO DISPERSE RIOTERS IN NICOSIA: At a street corner in the centre of the Cypriot city the local police are trying to stem the march of the demonstrators who attacked British property. The rioters, most of whom were boys, hurled bottles and stones at the police. Similar disturbances took place, at the same time, at the port of Limassol, and it was there that, eventually, three shots were fired into the crowd by British troops.

On right—
TEAR GAS IS USED: Nicosia police try to disperse the crowd with tear-gas bombs. The riots took place during a 24-hour general strike ordered in protest against the United Nations decision not to pursue the Cyprus question at present.

A DEMONSTRATOR IS ARRESTED IN NICOSIA: The Governor of Cyprus described the rioters as "schoolboys who had become the easy dupes of scheming men seeking to promote disorder."

THE STUDENTS OF SALONIKA EXPRESS THEIR DISAPPOINTMENT AT THE U.N. DECISION: A hose is played on the crowd of students on the seafront at Salonika, while police try to disperse them. *On right*—Students fight to get near what is left of a Union Jack which is being torn up in the Salonika streets. Not to be outdone by their fellow-students in Athens, the young men of Salonika staged a virulent demonstration against the United Nations decision to shelve the question of Cyprus. Several thousand of them attacked the United States Information Centre, and caused serious damage there. Other demonstrators had gone to the British Consulate on the seafront, where the Consul received a deputation under police escort. When police failed to restore order, troops were called in. The Greek Government dismissed the acting Governor of Northern Greece and the chief of the Salonika police for not taking effective measures. Altogether forty students, police and firemen were injured in the day's rioting. As a result, the Minister of the Interior issued orders strictly prohibiting demonstrations for Enosis.

The Home News in Pictures

AT THE CLOSE OF THE YEA

Recent Events in England, Ireland and Scotl

THE QUEEN MOTHER GOES TO A RECEPTION AT THE HEADQUARTERS OF THE OVERSEAS LEAGUE IN ST. JAMES'S, LONDON: Queen Elizabeth is seen talking with members of the committee of the Canadian Women's Club which gave the party. The Queen Mother was received by Mrs. Norman Robertson, Vice-President, and Mrs. George Mosely, the Chairman of the Canadian Women's Club, and by Doreen Lady Brabourne, who is the Vice-Chairman of the Overseas League.

THE QUEEN'S SHALLOP CROSSES WESTMINSTER BRIDGE ON ITS WAY TO THE NATIONAL BOAT SHOW AT OLYMPIA: This boat was built by King William III for Queen Mary in 1679, but was condemned as unseaworthy in 1930. Its last voyage was from Tower Bridge to Chelsea in 1919, when it carried King George V and the Prince of Wales to the Thames Victory Pageant.

MRS. PANDIT—THE FIRST WOMAN TO BE HEAD OF A DIPLO MISSION IN LONDON: Mr. Nehru's sister is seen arriving ba India House after presenting her Letter of Commission as Commissioner for India. Until September last year, Mrs. P was President of the General Assembly of the United Nat

BRITAIN BECOMES ASSOCIATED WITH THE EUROPEAN COAL AND S COMMUNITY: M. Jean Monnet, President of the European Coa Steel Community, signs the agreement in Lancaster House, Lo watched by Mr. Duncan Sandys on his left. Other signatories t agreement were the United Kingdom and the six members o community, France, western Germany, Italy and the Benelux coun

MISS PAT SMYTHE VISITS GLASGOW: Britain's leading lady show ju is shaking hands with Mr. James Barrie, Chairman of the Scottish Horse Association. On the right is Mr. John G. Carse, the Secre Miss Smythe, who was on her first visit to Scotland since 1949, a talk to members of the Association and told of some of her experi with the British Jumping Team and with her famous mount, Prince

A LONG DRINK—A CHRISTMAS CUSTOM IS REVIVED AT THE WHITEFRIARS GLASSWORKS AT WEALDSTONE, IN MIDDLESEX: Glassblowers are seen drinking beer out of a variety of glasses which they have blown themselves. In olden times it was the custom of glass-blowers working at furnaces to quench their thirst by drinking beer, but this was discontinued. Now, through the generosity of a brewing firm, beer is used once again.

MR. JOHN PROFUMO CUTS AN ESCAPE HATCH IN AN AIRCRAFT: The Joint Parliamentary Secretary to the Ministry of Transport and Civil Aviation is using a new type of circular saw which will enable firemen to reach passengers trapped in the fuselage of a crashed plane more quickly than has previously been possible. It is intended that all major airfields in this country should be equipped with the saw, which can be carried on and worked from the normal type of fire tender. At a demonstration at London Airport, a fireman using the saw, which has been developed by Black and Decker, Ltd., cut out an escape hatch in the fuselage of an R.A.F. Valetta in seventeen seconds. No jagged edges were left.

On left—

REBUILDING IN CANTERBURY: New shops in the High Street. On May 31, 1942, the heart of the shopping centre in Canterbury was torn out during a bombing raid. When the Council decided on the reconstruction of the city a few years ago, they agreed that the new buildings should be designed in a "contemporary and lively manner." These new shops show that the plan is being carried out.

RESTOCKING THE BLACKWATER WITH SALMON: Officials of the Blackwater Hatchery Committee in Ireland are seen "stripping" a salmon to extract the eggs, which are then fertilised and hatched. *On right*—A general view of the holding ponds where salmon are artificially propagated. Every year, between September and December, a number of salmon, both male and female, are trapped, and the sexes are separated to prevent breeding by normal methods. The females are then "stripped" of their eggs. One or two male fish are also "stripped" to fertilise the eggs, which are taken to the hatchery at Mallow. The fish are weighed both before and after "stripping," so that the exact amount of eggs taken can be calculated and are afterwards returned to the river none the worse for their experience. The normal time taken for hatching is about sixty-five days, and the small fish are kept for a further eighty days. This breeding method ensures that the river is always stocked with a plentiful supply of very healthy fish.

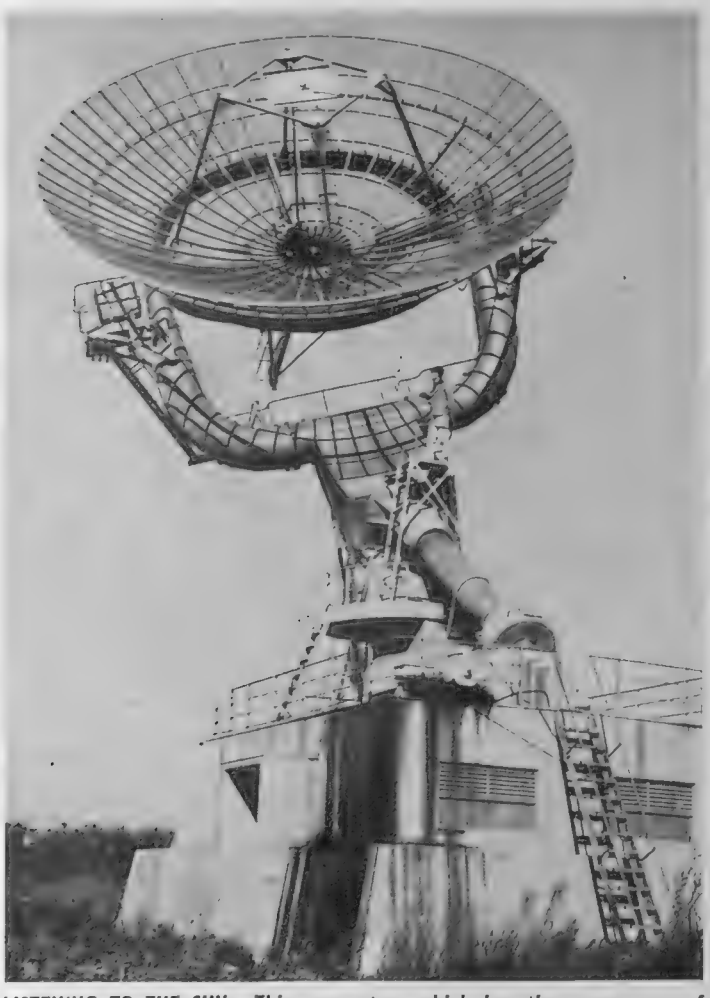
ENTERPRISE

In Transport, Industry, Astronomy and Travel

A GERMAN LOCOMOTIVE IS SENT "ON SPEC" TO IRELAND: On the quayside at Dublin a German Diesel is unloaded from the motor-vessel *Norderau*. This 800-h.p. locomotive was built by the Maschinenbau Company of Kiel to specifications fitting the needs and gauges of Irish Railways. It was constructed as a result of a request for tenders from the Great Northern Railway Company of Ireland for the supply of a number of Diesel units to replace the steam engines at present in use on their system. Maschinenbau sent their engine to Dublin at their own expense as a speculation, in the belief that the Great Northern Railway of Ireland would place the order with them on the principle of "seeing is believing."

"ENGLISH ELECTRIC" EXPORTS: This picture of two electric locomotives about to be shipped from the Mersey is a small example of the large export trade being done by private British locomotive manufacturers. The raised engine, constructed by the English Electric Company, is a 3,600-h.p., 1,500-volt D.C. electric locomotive for the Central Railways of India. It is the first of seven on order and was carried in the S.S. *Indian Exporter*. Weighing 123 tons, it will be used for hauling trains up 1 in 37 gradients between Bombay and Poona. On the left is an "English Electric" for Spain. The Spanish National Railways have ordered sixty of this type. With a rating of 3,600 h.p. they are the most powerful of their class constructed in Britain.

DRILLING FOR OIL IN ITALY: Recently Italians have discovered oil wells in their own country—notably at Cortemaggiore, in North Italy, and in Sicily. Now teams of engineers are travelling the countryside in search of further deposits which, it is hoped, may be an addition to the national wealth. These two pictures show drilling in progress among the dunes of Ostia, the famous harbour on the Tiber and birthplace of St. Monica, the mother of St. Augustine of Hippo. Oilmen from the Terni Industrial Society have been carrying out the search. *On left*—Engineers prepare to blast a "gusher" of what they hope will be rich crude oil. In the background a second team is making ready for another strike. *On right*—The engineers stand back in the belief that the "gusher" blowing high into the air will give valuable results. In this case it turned out to be only a column of mud and water, but the search for oil continues.



LISTENING TO THE SUN: This apparatus, which has the appearance of a piece of modern Futuristic sculpture, is one of the latest additions to the Observatory at Tokyo. It is a radar device, with the purpose of measuring the ultra-short waves of the sun. The metal piped "antennæ," and the inverted Oriental hat which they support, follow the course and make recordings of the sun across the sky.

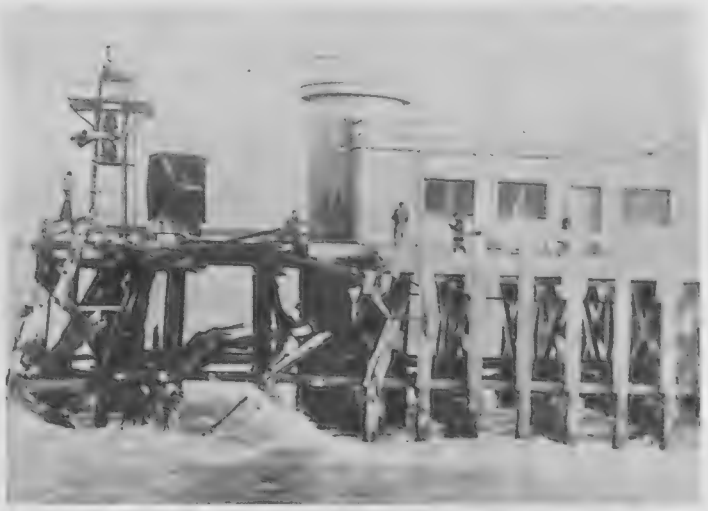
A MISHAP IN A ROUND-THE-WORLD JOURNEY BY CARAVANS: The "Golden Hind" expedition runs into trouble between Orleansville and Mascara, in Algeria. One of the caravans carrying this party of globe-trotters overturned on the road made slippery by torrential downpours. Local inhabitants helped to raise it. The "Golden Hind" party is organised by Mr. Paul Delmer, an English journalist and traveller. Other members include his wife, their three children—Andrew (aged one), Paul (aged two) and Monica (aged five)—together with a State Registered nurse, Berenice Brooks, a cameraman and an engineer. Their plan is to drive more than 100,000 miles round the world, through more than forty countries. Since leaving England they have travelled 1,000 miles through France and through Libya, Tunisia, Algeria and Morocco.

A PANAMANIAN STEAMER AGROUND OFF THE WEST COAST OF HOLLAND: The *Katingo* (7,281 tons) was swept aground with her steering gear broken, near Egmond aan Zee, during the severe gale which raged along the Dutch coast just before Christmas. Members of the crew were taken off the ship by breeches buoy. In this picture, taken from the air, crowds of local residents congregated along the beach are seen watching the huge waves battering against the ship as she lies high on the surf-washed dunes. Several other disasters were also reported from the Dutch coast as the raging gales swept across the North Sea. The Belgian coaster *Henri de Weert* (1,352 tons) was reported lost with her crew of six off the Isle of Texel, in Northern Holland, and the lightship *Goeree* was dragged hundreds of yards from her usual position. Many other ships rushed for shelter in the ports. Widespread flooding was also reported from the coasts washed by the North Sea, and in places flood patrols were called out. In some parts of England and Holland the flooding was the worst since the early days of 1953.

AS THE DECEMBER GALES SWEPT ACROSS SCOTLAND: Damaged lorries and vans which crashed on the "Rest and Be Thankful Hill" near Arrochar, Argyllshire, during a gale which was estimated to have reached 100 m.p.h. About a dozen lorries and vans were swept off the road, one of them crashing several hundred feet down the hillside to Glen Croe. The unfortunate driver had his foot amputated before he was removed from the wreckage.

THE HAVOC OF THE GALES

Just Before Christmas, Gales and High Winds Swept Across Europe, Causing Widespread Damage on Land and at Sea



A CHANNEL STEAMER HITS CALAIS JETTY: This was the state of the east jetty in the harbour after the French cross-Channel steamer *Côte d'Azur* had struck it while trying to dock. The damaged ship (seen *on left*) drifted out to sea again, partly out of action, and went aground a few hundred yards off the Calais beaches. She was eventually pulled off the sandbank and towed back to the harbour after spending a second night at sea. Although the *Côte d'Azur* sustained a 24-ft. hole above the water-line, there were no serious casualties among the thirty-one passengers.

The World of Books—By VERNON FANE

THE STORY OF "THE BIG DIG"

An Account of the Archæologists' Work on the Site of Ur of the Chaldees, in Southern Mesopotamia; a Story of the Sahara; and Other New Publications

BY all odds the most fascinating, if not the most obviously popular book of the week is Sir Leonard Woolley's EXCAVATIONS AT UR (Benn. 25s.), which tells the whole story of "the big dig," the expedition that worked for twelve years, 1922–34, on the site of Ur of the Chaldees, in Southern Mesopotamia. The venture was financed jointly by the British Museum and the University Museum of Pennsylvania, and Sir Leonard was appointed Director, with sometimes as many as 400 workers under him, and with such brilliant colleagues as Professor Mallowan who, it is interesting if irrelevant to note, is Miss Agatha Christie's husband.

Digging down below the arid, sun-scorched sand at Ur, the archæologists found more than golden, copper and ivory treasures. They discovered the emplacements of a whole city which had been great, and traces of successively earlier civilisations; facts that have added to the historical knowledge of the world and, in many cases, modified the existing records.

Like so many who are very great experts in their own subjects, Sir Leonard writes with a simplicity which would not baffle an intelligent teen-ager and at the same time conveys information of a complex nature. As only one instance, his exposition of the theories of the Sumerian dynasties can be cited for its clarity. Incidentally, what wonderful names some of those kings had. I am not sure whether I prefer A-an-ni-pad-da or Shargalisharri, myself. A wonderful book though, whether your interests are in Babylon or the Tower of Babel, or simply in reading of civilisations which flowered before the Flood.

WORLD WITHOUT MERCY (Werner Laurie. 15s.) is a story of the Sahara and of the men who have explored, fought and travelled in its immense wastes. M. René Lecler, who has himself crossed the Sahara twice, writes of the French soldiers who, in the past hundred years, have been called on to command troops out there, and, equally important, to train them to the extraordinary standard of resistance to hardship which is essential not only for successful campaigning, but for actual survival. The greatest of these officers in his opinion was Colonel Laperrine, who for twenty years ruled over the Sahara, led his men with incredible dash and bravery, and always encouraged their own initiative. Laperrine had humour, too. It was told of him that when an old man approached him, wishing to go fighting with him, but lacking a rifle, Laperrine answered: "Never mind, come along, we can always use your insults against the enemy."

M. Lecler writes of the saintly Father de Foucauld, too, a strange and heroic figure whose biography I reviewed here not long ago, of men nearer our own days, and of the 2,500-mile march of the Free French force under General "Leclerc," to keep a *rendez-vous* with the Eighth Army.

There was no particular object in the journey made by Mr. Donald Brown and a Swedish companion, from the Arctic Circle through the Swedish forests to the southern fjords of Norway; they travelled for the joy of travelling, doing most of their six-months' journey on horseback. JOURNEY FROM THE ARCTIC (Hodder and Stoughton. 15s.) begins in winter because, as the author explains, "to go North except in the winter seems scarcely sporting, like netting salmon," and ends with summer and Stavanger where "the ships stand over the streets as do houses, for Norwegians like ships and so decorate their towns and villages with them." Amusing, likeable and, I should imagine, characteristic of an author who has said that his hobbies include avoiding motor-cars, "progress" and the newly rich.

What may be called the history of two suicidal European wars is summed up by a biography, THE KAISER (Cassell. 30s.), by Joachim von Kurenberg. A courtier, having been in the German foreign service, and having been appointed official biographer by the Kaiser while in exile at Doorn, von Kurenberg enthusiastically ladles out the whitewash for all the world as if his hero were still alive. This is exactly the sort of book which encouraged the German nation to rally behind Hitler and start it all over again. If the reader wants a short cut to proof of this, turn to page 248, to the chapter entitled "Grey's Double Game," and learn that "with the outbreak of war, English propaganda set in immediately accusing Wilhelm II and the Germans as being alone to blame for the kindling of this world-wide conflagration." The author then goes on to quote "the English historian, G. P. Gooch," as saying that "no proof of any kind can be found that the German Government or the German people wished for, or planned, a world war." Well, we live and learn, even to the price of thirty shillings.

THE TRANSPORTS OF A HISTORICAL BUILDING: It stands on a corner in Paris. But its original site was sixty miles away. In the sixteenth century it was erected at Mors, in Normandy, by Francis I. In 1926 a French artist, Mlle Morse, bought the property and had it transported to Paris, brick by brick and stone by stone. Now an association, the "Friends of Moret," is trying to buy the property, to restore it to its original site.

Not all of us have Mr. Bernard Darwin's feeling for golf (it would be enough for many of us if we had his feeling for words), and so a large and chunky book called THE COMPLETE GOLFER (Heinemann. 25s.) may not, by the same token, appeal to all of us. It certainly didn't to me, since I thought it probably contained a detailed, diagrammed series of analyses of what—for want of a better term—I will call my golf swing. But, in fact, such is not the case, for this book, which has been edited by Mr. Herbert Wind and prefaced by Mr. Bobby Jones, is a collection of the best short stories (P. G. Wodehouse, Ring Lardner, E. C. Bentley, and so on), short reminiscences (Smollett, A. J. Balfour, Leacock, Hagen, and so on), expert views (Sarazen, Boomer, Cotton, and so on), and cartoons (*Punch*, *New Yorker*, *Esquire*, and so on). And very funny and rewarding it is—even to people whose handicap isn't even in the two-figure class.

I suppose nothing is more difficult to recommend or to dispraise—because in nothing else but painting is taste as individual—as in poetry. So I will only say that a collection (and selection) of her poems written between 1938 and 1954 has been made by Sheila Wingfield, that she has called the volume A KITE'S DINNER (Cresset Press. 9s. 6d.), and that it is proving a source of treasures to me, from the early poem on the dying Odysseus . . . "*Argos a puppy, leaping happily . . .*", to the later lines to *A Tuscan Farmer*, or *The Hunter*: "*Because an old, obsidian face Looks down in disillusioned grace. . . .*" In my opinion, a book of poetry to keep by one for fresh finds and remembered pleasures.

The other evening I saw a film version of the Robinson Crusoe story in which the hero was played by a personable but paunchy Irishman, and which served to remind me of what a splendid story that was that Mr. Defoe was at some pains to tell. This week I have read another story, LOST ISLAND (Macmillan. 12s. 6d.), by Mr. Graham McInnes, the early phases of which sharply recall Defoe's classic, in spite of the latter-day trimmings of meteorological officers and Honolulu tramps. Mr. McInnes has a nice feeling for strange, savage landscapes and wild life, and a very real ability to re-create an Elizabethan atmosphere in this story of fantasy and ecstasy. In fact, I found his writing more effective in the imaginative sequences about draughts giving eternal youth, than in the less dewy passages about P.R.O.s and nymphomaniacs.

EARTHLY CREATURES (Peter Nevill. 11s. 6d.) is a volume of ten short stories by Mr. Charles Jackson, who once wrote a book of great renown, *The Lost Weekend*, about a victim of chronic alcoholism. These newer tales deal with subjects as disparate as runaway children, nostalgic matrons and self-indulgent but conscientious authors. They are very readable but, curiously, they all read as if they were the extended preparatory notes for a full-length novel and have little of the form or shape of the short story proper.

To attempt to erase from his mind and spirit some of the horrors of his term of imprisonment in Buchenwald, Dr. Ernst Wiechert wrote a novel, THE SIMPLE LIFE (Peter Nevill. 15s.), which has been translated from the German by Marie Heyneman. It is, in essence, a pastoral story, about a sea captain who is sickened by the effects of war and his part in it, and tries to re-create a life for himself, and a sense of peace, among the trees and lakes of an estate in Eastern Germany. A calm and thoughtful book, remarkable for its word-pictures of an agricultural countryside.

The next two novels are, respectively, Portuguese and French. The first, THE RELIC (Reinhardt. 12s. 6d.), is a satire which is savage at times, on the credulity with which a hypocrite may be received. It is by eça de Queiroz, and is concerned with a journey to the Holy Land made by a man who expects an inheritance from a pious aunt and believes he has found the way of pleasing her. The translation has been made by Mr. Aubrey F. G. Bell, and the story itself is subtle, provocative and not readily classifiable.

THE FORTUNES OF BECOT (Weidenfeld and Nicolson. 12s. 6d.), by the late Louis Codet, has been translated from the French by Mr. Anthony Bower, and is an entertaining example of the airy, satiric manner of a writer who is still little known in this country. He was killed in 1914, while still in his thirties, but before that had established himself in France as a student and, in a small way, a practitioner of art and literature; a sportsman who played excellent tennis and had climbed Mont Blanc by 1910, and a man whose acquaintances remember his special talent for friendship. Even this book of light tales is enough to convince one that his light, sophisticated manner was the product of real sensibility rather than slickness.

When the Romans came to England it has sometimes been argued that they brought with them little that was worthwhile. But it may well be that they brought harpastum which, being interpreted, is the forerunner of the football we know to-day.

Morris Marples in his most interesting volume A HISTORY OF FOOTBALL (Secker and Warburg. 21s.), speculates on this point at some length. Harpastum, which was popular among the Greeks and Romans for 800 years, was a team game played on a rectangular field with a centre line and two base lines. The object was to throw the ball so that it eventually dropped behind the enemy's base line. The ball was passed from player to player. It could be taken first bounce but was dead if it bounced twice. There seems to have been no kicking. Some form of tackling was permitted, for players are described as grappling with one another. The Greek comic dramatist Antiphanes (*c.* 388–311 B.C.) comments on his own personal intervention in the game with the remark, "O my poor neck." Selling the dummy was apparently a current practice, for one early account refers to the "in-between man" who made it his business to show the ball to one player and pass it to another.

Mr. Marples has conducted some most painstaking research into the history of this great game, from Græco-Roman days to the contemporary ritual of a Wembley cup final. He demonstrates the extent to which football, both Rugby and Association, has grown into something much more than a British pastime, and, indeed, achieved world status. Nevertheless, they still are "apt to arouse national feelings to a pitch at which friendliness, fair play, and common decency may be forgotten." Mr. Marples has written an excellent book and he has chronicled the known facts with enthusiasm and with care. There are several illustrations of the history of football.

"HARPASTUM"

The Origins of Football Described

Another great sport receives justice with the latest addition to the Lonsdale library. This is number thirty-two in the series and the subject is STEEPLECHASING (Seeley, Service and Co. 30s.). A host of knowledgeable writers, headed by Lord Willoughby de Broke, contribute essays on various aspects of racing over the sticks. Lord Fingall writes on the sport in Ireland, Mr. F. Ambrose Clark on American steeplechasing, and D. W. E. Brock gives us a brief history of the Grand National. This is a beautifully produced volume and the photographs are really first-rate.

One of the most advanced thinkers of the eighteenth century, who in many ways resembled his friend, Benjamin Franklin, was Joseph Priestley. He was educated as a Nonconformist minister, but achieved fame as a scientist and notoriety as a political reformer. There are at least two good lives of Priestley, one by J. Corry and the other by A. Holt. Now John Graham Gillam co-ordinates the known facts about the doctor who discovered oxygen. In THE CRUCIBLE (Robert Hale. 21s.) he has written a fascinating story. Priestley was deeply influenced by the ideas of the French Revolution. He ended his days in America, whose colonists he had supported so outspokenly. In his own day Priestley was a highly controversial figure. To-day we honour him for his faith, courage, and scientific achievements.

Budu Svanidze is the son of a brother of Stalin's first wife. Therefore he knows something about modern Russia, especially as he himself has occupied not uncomfortable niches in the higher Soviet hierarchy. He is now this side of the Iron Curtain and presents us with a brief but remarkable portrait of GEORGIY MALENKOV (Allan Wingate. 10s. 6d.). It is not exactly a laudatory book, and the record of Malenkov's manœuvrings within the party is set down in some detail, particularly as regards the last days of Stalin, when the stage was so carefully set for the new dictatorship.

When Venice was liberated Popski (Colonel Vladimir Peniakoff) was parachuted with a jeep into the Piazza San Marco. This is only one of the crazier stories that have contributed to the myth and the mystery surrounding the name of this fine guerilla fighter who played such a dominant role in the Mediterranean theatre of war. Perhaps he was not quite the extravagant figure which some of his fervent admirers have chosen to envisage. In his new biography POPSKI (Macgibbon and Kee. 18s.), John Willett attempts to set the record straight. It is an admirable piece of work. Popski was a great original, and the temptation is to fit him with a history worthy of his stature. Mr. Willett has resisted that temptation; his conclusions are shrewd and to the point, and there is a certain epitaphic quality in one summing up of his hero—"Himself a stranger in London, he was always the man of whom strangers asked the way."

It is a real pleasure to welcome WHITAKER'S ALMANACK (J. Whitaker. 15s.), despite the knowledge that here is one more year added to the tally. The 1955 edition contains a sixteen-page section of illustrations, including two fine pictures of Roger Bannister, one breaking the 4-minute mile, and the other at Vancouver when he raced John Landy to the tape. The new edition is the same size as last year, which was the largest ever published. In the Diary of Events there is a full record of the Royal Tour of Australia.

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Madam will you walk . . ?

Walk? Too warm . . . . . Or Swim? *Too lazy* . . . . . .

See a film then? *I want to see the sun set on the water* . . . . . .

A deck chair in the shade—*That's better* . . . . . And a cool, cool drink—*Better still* . . . . . .

And dance in the evening? *You have a way with you* . . . . . Not me, dear lady. Cunard.

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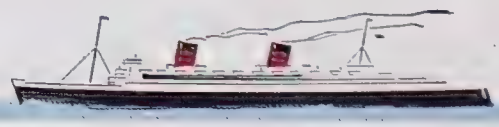

THE "QUEENS"—WORLD'S LARGEST LINERS

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PRODUCE OF FRANCE
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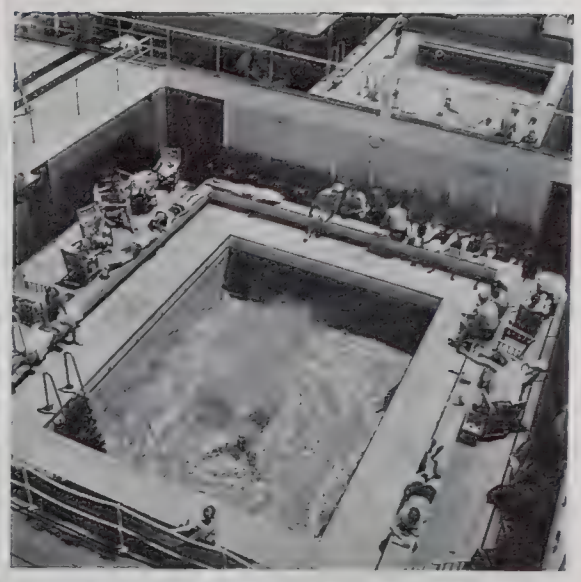
LOOKING ACROSS FUNCHAL, THE CAPITAL AND CHIEF PORT OF MADEIRA: This view is from the east. Among the shipping lines which have arranged calls at Madeira during this year are the P. & O.; the Shaw Savill Line, and the Royal Mail Lines. A regular winter season service between Plymouth and Madeira is maintained by the Bergen Line. The last sailing by the M.V. *Venus* for the current season is on April 11.



A MORNING DIP ON BOARD A CRUISING LINER: This is the first-class swimming-pool in the Orient liner *Oronsay*. On this first of a special six-page section dealing with travel arrangements for this year, Gordon Cooper offers many suggestions for sea cruises.

TRAVEL

Special "Sphere" Supplement

A Survey of Arrangements for 1955; Where to Go; Tours by Land, Sea and Air; and Much Other Information Largely for the Traveller in Europe

By GORDON COOPER

ALBANIA will probably be the only European country this summer to which a British holiday-maker cannot go through the channel of one or other of our enterprising, and non-political, travel organisations. It is, indeed, a sign of the times that all the other "Iron Curtain" countries now permit the enquiring traveller to cross their frontiers, even though there are still restrictions on entirely free movement.

1955 should see a record number of Europeans, including Britons, leaving home for a while for foreign lands; and travel agents and open-air organisations are offering an amazing range of holidays, suited not only to every purse but catering also for almost every specialised interest.

It is, of course, quite impossible to cover in the following survey every available holiday, but I will endeavour to present a fair picture of what is on offer this year, starting with a variety of arranged tours which take you from place to place, either by sea, land or air. In most cases your travel agent should be able to give you further particulars and arrange bookings, but where a trip is in the hands mainly of a specific agent, then I have his name in brackets, while the various addresses are given separately in tabular form.

I would stress, however, the importance of dealing with a reliable travel agent, for there is, unfortunately, a number of "mushroom" firms whose main appeal lies in their high-sounding titles and their insidiously designed brochures. Dealing with such businesses almost invariably brings disappointment, and you have little chance of redress. Better, then, to stick to firms which belong either to the Association of British Travel Agents (A.B.T.A.) or the Institute of Travel Agents (I.T.A.)—their letter-heading or a personal inquiry will supply this information.

SEA CRUISES.—During the summer of 1955 the P. & O. Line offers nineteen cruises on its ships *Iberia*, *Chusan* and *Arcadia*, the first sailing being on June 10, the last on October 1. Accommodation is available in first and tourist classes. The ports of call range from Scandinavia to the Western Mediterranean, with occasional opportunities of visiting Madeira, Teneriffe, Las Palmas, Casablanca, Ceuta and the Eastern Mediterranean. Most of these cruises occupy close on a fortnight, but three take about three weeks.

The Shaw Savill Line lists three cruises (July 16, July 30 and August 13) on its one class, tourist de-luxe liner *Southern Cross*. Each cruise lasts a fortnight and takes you in two cases to the Western Mediterranean, and in the middle trip to Madeira and Casablanca. On all three cruises calls are made at either Lisbon or Vigo.

The Orient Line has arranged seven cruises on its ships *Orcades*, *Orion* and *Orsova*. Accommodation is in first and tourist classes, and the duration of each trip ranges from nine days to three weeks, four being for thirteen days. One cruise (July 30) is to northern ports, two go as far as the Eastern Mediterranean, and on two occasions (July 9 and July 16) calls are made at Corunna, allowing time to visit the superb cathedral at Santiago de Compostela, one of the finest in Spain.

The Royal Mail Lines offer three cruises on the *Andes* and *Alcantara*, sailings being on June 4, July 16 and September 24. There is only one class, but in various grades of accommodation, including suites de luxe. The *Andes*, incidentally, is fitted with stabilisers—the modern anti-roll device. Ports of call on the first and third cruises are in the Western Mediterranean, while on the second cruise, the itinerary includes Ponta Delgada (Azores), Santa Cruz de la Palma and Madeira. The first two ports I have named are rarely visited on cruises.

Northern waters appeal to a considerable number of holidaymakers, and this summer there comes into operation the new Bergen Line cruising ship, M.S. *Meteor* (3,000 tons), which is specially designed for cruising to the North Cape and in the Norwegian fjords and Scandinavian waters. The *Meteor* has only first-class accommodation, but there is a range of prices. The eight cruises planned are from eight to fourteen days, Bergen back to Bergen. The itineraries include two to northern capitals, the remainder being to the Norwegian fjords and North Cape, while the cruise which leaves Bergen on July 30 also embraces a visit to Spitzbergen. Incidentally, you can also make the round trip to this Arctic possession of Norway by the S.S. *Lyngen* of the Troms Steamship Company, sailing from Tromsø. The tour takes six days each way, and the ship calls at numerous fjords in the Spitzbergen area. I would advise intending tourists that the *Lyngen* is only 500 tons register, and that it is not possible to break the tour, there being no hotel accommodation on Spitzbergen.

Every weekday one of the Express Coastal Steamers leaves Bergen on a 1,200-mile voyage to Kirkenes, the terminal near Norway's frontier with Russia. Calls are made at a large number of ports, and the round voyage takes twelve days. I suggest, however, that it is preferable to journey only one way by sea, travelling in the other direction by either land or air. The ships used are comfortable, but hardly luxurious. Early bookings are essential for June and July, the period during which the "Midnight Sun" can be seen.

SUNSHINE AT SEA: *Left*—Looking down on the bows of the M.V. *Venus*, one of the modern vessels operated by the Bergen Line; she is fitted with anti-roll stabilisers. *Right*—A Norwegian summer ferry seen approaching Balestrand, on the Sogn Fjord.

In southern and usually warmer climes, there are weekly sailings and round tours from Brindisi and/or Venice to the Piræus, and then on to various isles of Greece and other ports in the Eastern Mediterranean: the Typaldos Line to Crete and to Istanbul; the Epirotiki Line to Rhodes; the Toyas Line to Lesbos and Chios; and the Nomikos Line to Cyprus, Alexandria and Beirut. Then, the Greek National Tourist Office is offering five-day cruises by the S.S. *Delphini* to a number of interesting Greek islands. For particulars of these services it is best to apply to some firm specialising in sea travel.

I can but briefly give two suggestions for the increasingly popular voyages by cargo-boats. Every Thursday, from British ports, you can leave on a 12–13-day trip to Copenhagen, where three days are spent, the all-in cost being £31 to £37. Further afield is a regular sailing by Russian ship from London to Stockholm and Helsinki, returning by Danish vessel to Copenhagen and back to a British port, the all-in cost of the 17–18-day journey being 55–70 guineas.

In home waters, Coast Lines operate weekly sailings between London and Liverpool, calling at Dublin on the outward journey, and Plymouth on the homeward. This company also offers cruises to the Scottish lochs by the *Lady Killarney* (3,220 tons), including a number of shore excursions. There are a dozen sailings, the cruises being of six to thirteen days duration.

(Concluded on page 53)

FRANCE—A "THREE-STAR" SEASIDE RESORT ON THE BASQUE COAST, AND A "GAY AND ATTRACTIVE" SPA: *Left*—Fishing boats nestling alongside the quay in the harbour of St. Jean-de-Luz, the seaside resort which is situated in a sheltered bay at the mouth of the Nivelle. Much of the town's interest centres round the harbour. It is a short distance from Spain. *Right*—Vichy, which, together with Aix-les-Bains and Evian, offers "more variety of entertainment than in any other kind of holiday ce

The "Sphere" Travel Supplement

AT HOME AND ABROAD

A Selection of Holiday Resorts and Centres in Britain and Elsewhere on the Continent of Europe; Seaside Resorts; Spas and Mountain and Lake Resorts

A CONSIDERABLE number of people, when they go on holiday, are perfectly satisfied to stay at some established resort or centre where the surroundings are pleasant and there is a variety of local entertainments, including short excursions. Not everyone, in fact, wants to go on a lengthy sight-seeing tour with its constant change of hotels; nor do they fancy a sea cruise which might make them ill; while even the thought of mountaineering leaves them cold.

Britons hardly require advice on where to go in the United Kingdom for a holiday, but for the benefit of visitors from other lands who would like some advice on recommended typical centres, my own choice would include Tunbridge Wells for the country south of London; Bath and Dorchester for Wessex; Taunton, Exeter (or Torquay) and Falmouth for the West Country. Then Ross or Monmouth for the Wye Valley—as typical a part of England as any; Cheltenham, Malvern and Leamington for the Midlands (Stratford-on-Avon is too crowded in the summer); Llandrindod Wells for South Wales, and Bettws-y-Coed or Conway for North Wales; Keswick for the Lake District; Norwich for East Anglia, and Harrogate for the Yorkshire moors and dales. In Scotland, Edinburgh is quite the best centre for the Border Country and Scottish Lowlands; also for the Trossachs, with Pitlochry as an alternative for Central Scotland. For the rest of the Highlands, Inverness is my recommendation for the north, Fort William, possibly Oban, for the west.

On the Continent my suggestions will refer to those resorts which are fashionable and elegant rather than merely popular. It is essential to remember, however, that the ultra-fashionable watering-places sometimes have a very brief season, and should you visit them at other times they can be deserted and dull. In France, for instance, Deauville shines as the rendezvous of the world's high society for six weeks only, ending August 25. During this brief period there is no other place like it in Europe for rubbing shoulders with Maharajahs, princes, wealthy industrialists and film stars, many of whom can be seen staking millions of francs on the baccarat and roulette tables in the Casino. You really want to be extravagantly rich and richly extravagant to feel at home there.

Le Touquet is another seaside resort in Northern France which is hardly recommended for those with lean purses, although, as always, there are adjoining resorts which can be quite inexpensive. Dinard, in Brittany, is much favoured by the British, but I prefer Perros-Guirec and La Baule, the latter having the finest beach in France. On the Basque coast I would always three-star Biarritz and St. Jean-de-Luz, while on the French Riviera Cannes undoubtedly stands first for elegance, with Juan-les-Pins possibly taking second place. The latter is very popular with the British, largely because of the excellent bathing, which is not always available at several other resorts on the Côte d'Azur.

For the rest of Europe, the following would be regarded as fashionable seaside resorts: San Sebastian, in Spain; Estoril, in Portugal; San Remo and the Lido of Venice (very short season), in Italy; Opatija, in Yugoslavia; Knokke and Le Zoute, in Belgium; Noordwijk, in Holland, and Westerland and Travemünde, in Germany. Doubtless other experienced travellers might draw up different lists.

A century or less ago, before holidays were invented, our ancestors obtained a change of scene by visiting Continental spas for the purpose of "taking the waters." This was, of course, in the days when the pleasures of the table were treated in gargantuan style. To-day we seem to have a different set of "ills," including the high pressure of modern living. So many of the spas still thrive, while many of them have also developed into pure holiday resorts providing a range of attractions that are unexcelled elsewhere. At the same time, certain spas manage to retain an elegant refinement, which is what many discriminating people like.

AUSTRIA—OUTSIDE THE FASHIONABLE WINTER-SPORTS RESORT OF KITZBÜHEL: relaxing on the verandah of a mountain restaurant near the town. fashionable winter-sports centres in Austria include Badgastein and

People seeking "cures" will obviously doctors, but for the healthy holiday-m suggest the following spas as being gay and attra In France, Aix-les-Bains, Evian and Vichy offe variety of entertainment than in any other holiday centre, while Le Mont Dore and La Bo in the Massif Central, and Argeles-Gazost in the Pyrenees, are all delightful mountain re well as offering the waters.

In Italy, Montecatini and Salsomaggiore ar international renown and extremely smart. T qualities will be found in such famous German Wiesbaden and Baden Baden. Indeed, I woul these two places as being second to none to-day. There are many other ful spas in Germany, two of favourites, in addition to thos mentioned, being Reichenhall from Berchtesgaden, and Baden in the southern part of the Forest.

My last mention of a spa gastein, in Austria. It is perha most distinguished place of "international invalids" wh to renew their lost youth in its waters. But I am rather d about recommending it for a holiday for healthy persons. I rather prefer to stay at the station along the line, Hofgas

Recommendations for m and lake resorts must be brie sented. In France, two fas mountain resorts are Mége Chamonix, in the French Al Germany, Garmisch-Partenkir the Bavarian Alps; in Swit there are Zermatt, St. Mori Crans, the last-named with tw lent golf-courses; in Yugoslavia and in Austria, Kitzbühel.

Regarding lake resorts, m list of six would be Stresa Maggiore), Gardone (Lake Como (Lake Como), Lugano Lugano), Lucerne (Lake Luce third Swiss choice would be La on the Lake of Geneva—and A or rather, Talloires (Lake An

GERMANY—CHALETS AT GARMISCH-PARTENKIRCHEN, IN THE BAVARIAN ALPS: The winter sports season here lasts from Christmas until Easter. The International Winter Sports Week at Garmisch-Partenkirchen, including Alpine and Nordic competitions, is from January 15-23.

IN THE SWISS TICINO : A narrow lane, bordered with houses, which winds its way through Spruga, a small village perched on the side of a mountain. The Ticino is located in Southern Switzerland.

THE VILLAGE SQUARE AT MERGOSCIA, BOUNDED ON ONE SIDE BY THE CHURCH : From this village, situated high in the mountains, one can see Lake Maggiore stretching away in the far distance.

OVERLOOKING THE TOWN OF LOCARNO, ON THE EDGE OF LAKE MAGGIORE, IS THE MADONNA DEL SASSO : This famous sanctuary is reached either on foot or by funicular. A special festival, attended by many pilgrims, is observed at the church on the first Sunday in September. From Locarno there are trips into Italy.

THE MOUNTAINSIDE VILLAGE OF INDEMINI : Narrow lanes leading away from this remote village are clearly visible. The Canton of Ticino derives its name from the local river, in whose valleys there are extensive chestnut forests.

TICINO

Where Switzerland Speaks Italian

For anyone wishing to stay in a part of Switzerland that has a "dash of Italy," the canton of Ticino is just the place to choose. In fact, you might almost be in Italy, for not only is Italian the common language, but the scenery also has a southern aspect. The skies and lakes are bluer here, the mountains greener, and the pleasures more lazy and languorous.

Lugano, the largest resort, is beautifully situated beside its lake, and it claims to enjoy Switzerland's maximum hours of sunshine. It has, indeed, a Riviera atmosphere, with its palm-trees and exotic flowers, and its spontaneous gaiety. Well supplied with hotels, it is an excellent centre for many interesting excursions, especially into Northern Italy. But there are several attractive places near by, on Swiss soil, which are of considerable interest. Gandria, for instance, which is an almost too perfect village, consisting of a jumble of ancient Italian-looking houses which cling to the almost vertical hillside and look as though they might well topple over into the lake. Another typical village is Morcote ; and on the way there by steamer you usually call at Campione, a tiny Italian enclave, entirely surrounded by Swiss territory. It possesses a Casino, with full gambling facilities, and its brightly-lit appearance at night attracts many visitors over from Lugano. Then, for those who like panoramic views from the summits of high mountains, there is near-by Monte Generoso (5,586ft.), which can be ascended by mountain railway.

Locarno, with a mild climate which has earned it the name of the "Nice of Switzerland," is a modest rival of Lugano as a holiday resort, and it will appeal to those who prefer a less crowded atmosphere. Not far distant is charming Ascona, which is, like Locarno, beside Lake Maggiore. This means a variety of steamer excursions, the finest being to Stresa and the Borromean Islands.

Running north from Locarno and Ascona are some near-by valleys which are little known to tourists, yet they are excellent for those who like to explore new territory. Here, there are several idyllic villages. A perfect escapist retreat, for example, is Sonogno, reached by postal motor service by way of the Val Verzasca, a picturesque valley with numerous waterfalls. There is simple but adequate hotel accommodation available.

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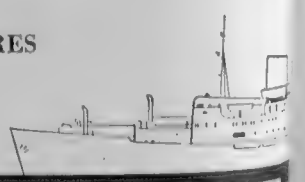

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THE GRANDEUR OF THE SCOTTISH LOCHS: A pleasure steamer conveying tourists along the scenic Loch Katrine, in Perthshire. Some of the finest scenery along the 9½-mile-long loch is to be seen at its eastern end.

BY MOTOR COACH ACROSS EUROPE: This form of holiday, in which all arrangements are made on behalf of the passenger, is becoming increasingly popular. The picture *on the left* shows the view through the open roof as a motor coach negotiates a bend in a road in the Austrian Tyrol. The motor coach in the picture *on the right* has been stopped on top of the Susten Pass, in Switzerland, so that the passengers could be photographed. Motor-coach tours are also popular in the British Isles.

TOURS BY LAND, SEA AND AIR (*Continued from page 49*)

YACHT HOLIDAYS ON INLAND WATERWAYS.—There is a singular restfulness in cruising through inland waterways; unfortunately, there are only limited facilities for this kind of holiday. The Dutch company which operated a Rhine passenger service between Rotterdam and Basle is not functioning this year, and the only craft available between these ports is the small M.V. *Bosco* of the Dutch-Swiss Shipping Company. (Agents for U.K.: Swiss Shipping Agency Limited.)

Yacht Holidays Limited are again offering 8-day summer cruises through Holland and the Zuider Zee, and 15-day cruises through the Rhineland, as far as Mannheim. The yachts used accommodate 22–34 passengers, and I can give personal recommendation regarding the service maintained. Another river cruise is by the M.S. *Jan van Scorel* (Agents: Cornelders), whose itinerary takes her fourteen passengers through the lovely Meuse Valley in Holland, Belgium and the Ardennes country.

For those who are content to "mess about" on their own with boats of various kinds, there is Blake's, who act as agents for a large number of yachts on the Norfolk Broads, while World Holidays Afloat Limited, can provide similar opportunities in Dutch and other waters. This summer this latter firm offers a very attractive proposition in motor-cruisers (taking four persons), which are stationed in Paris. From this centre the hirer has the choice of the network of French canals and rivers on which to meander. And if you would like to learn how to run a motor-cruiser on your own, then week-end courses are available at modest cost, with the Farcham Motor-boat and Sailing School, Portsmouth. World Holidays Afloat can supply further information.

Mention might be made of the network of lake steamers in Finland, the journey through the Göta Canal between Gothenburg and Stockholm, a scenic trip taking sixty hours, and the Danube steamer service between Passau and Vienna.

USEFUL ADDRESSES

Blakes Ltd., 47, *Albemarle Street, London, W.1*
Coast Lines Ltd., 3, *Royal Liver Building, Liverpool*, 3, *and at* 227, *Regent Street, London, W.1*
Thos. Cook and Son, Ltd., Berkeley Street, W.1
Cornelders Shipping Co., Baltic House, Leadenhall Street, E.C.3
Informal Travels, 45, *Queensway, W.2*
A. Johnson and Co., Ltd., Africa House, Kingsway, W.C.2
Oceanways Steamship Agency Ltd., 23, *Haymarket, S.W.1*
Swedish Travel Bureau, 21, *Coventry Street, W.1*
Swiss Shipping Agency Ltd., 54, *New Broad Street, E.C.2*
Troms Steamship Co., Tromso, Norway
Wakefield Fortune Ltd., 32, *Shaftesbury Avenue, W.1*
World Holidays Afloat Ltd., 114, *Shaftesbury Avenue, W.1*
Yacht Holidays Ltd., 85, *Buckingham Palace Road, S.W.1*

MOTOR-COACH TOURS AND MOTOR-COACH SERVICES.—Motor-coach tours in which all arrangements are made on behalf of the passenger are proving increasingly popular. Many of these tours are organised by travel agents, but there are others which are offered under official auspices which are well worth considering.

First, there are the several Ribbon circuits run by C.I.A.T. in Italy. They take you to most of the interesting centres in the country, and the standards maintained are second to none. This is about the best way in which to tour Italy in a limited time. There are now two tours—the "Sun Ribbon" and the "Golden Ribbon"—operating all the year round in Sicily, each offering a different itinerary.

Another country which is admirable for this form of touring is Spain. Here the operating company is A.T.E.S.A., and their itineraries cover all the great art cities. One grand circuit starts at Irún, then continues on to Madrid and into Andalusia as far south as Cádiz, returning to the French frontier beyond Barcelona. (Another tour makes the same itinerary in the reverse direction.)

The operating company in France is the French Railways, whose wide variety of tours is listed in the Chaix timetable, *Indicateur Tourisme*. This informative publication may be obtainable at the French Government Tourist Office or the French Railways. One of the most attractive tours is the one which takes you along the foothills of the Pyrenees between Bayonne and Carcassonne.

The Greek National Tourist Office (Agents in U.K.: Oceanways, Limited) has a number of excursions by motor coach. The most satisfying one is the "Archæological Circuit," which includes visits to Daphni, Eleusis, Mycenæ, Nauplia, Epidaurus, Corinth, Olympia and Delphi; it takes four days. Fairways and Swinford also operate coach tours to the archæological sites, and they may possibly be preferred.

In Sweden there are motor-coach tours of outstanding scenic interest.

Long-distance motor-coach services which can be recommended are those maintained by Linjebuss (Agents in U.K.: A. Johnson and Co., Ltd.), whose magnificent luxury coaches link up many main centres in Western Europe, the German Federal Post Buses (Black Forest and Bavarian Alps specially recommended), and the 900-mile bus service between Bodo and Kirkenes, in Northern Norway.

BY AIR TO CAPRI: A double-decked Solent flying-boat taxiing along the water outside the town. On June 2, Aquila Airways, of London, will introduce a new weekly service from Southampton to Capri.

AIR TOURS.—As new services are constantly being added, it is best to get the latest information from a travel agent who specialises in air travel. There are two air tours organised in conjunction with S.A.S. (particulars from the Swedish Travel Bureau), one taking you by air from London (or Glasgow) to Copenhagen, Stockholm and Oslo (with a special air excursion to Bodo for the "Midnight Sun")—Cook's also run a similar tour—the other, called the "Sunlit Nights Air Cruise," leaves London (or Glasgow) for Copenhagen, Stockholm and Lulea, where you then take train to Riksgränsen and Narvik. From Narvik the tour continues to Gratangen and Tromsø by bus, after which you proceed by plane, via Trondheim, for Oslo and home again.

TRAIN TOURS.—Few train tours are available. Cook's offer a "Grand Tour of Scandinavia," lasting for 16–17 days, and visiting Copenhagen, Stockholm, Oslo, Norwegian fjords and Bergen; the "Ideal Tour to Norway" (14 days); and the "Ideal Swiss Tour" (15 days), with one night at Paris, Lucerne (3 nights), Lugano (3), Montreux (3), Interlaken (3), Paris (1).

The Swedish Railways also offer touring train cruises, but in their case the train acts as an hotel. Two tours embrace Stockholm and the Lake districts; a third, the "Sunlit Nights Land Cruise," takes you north of the Arctic Circle and includes Narvik (Norway).

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FRANCE—HOUSES ON THE WATERFRONT AT VILLEFRANCHE-SUR-MER, ON THE RIVIERA : The buildings rise in tiers on the wooded slopes leading up from the harbour. Springtime attractions at Villefranche are the cup competitions on March 26 and 27 for all types of small craft in the harbour.

YUGOSLAVIA—A WATERMILL IN THE VALLEY OF THE VRBAS, BETWEEN BANJA LUKA AND JAJCE : This machine has probably not changed in style for hundreds of years. Among this country's water sports are the World Competitions in canoeing on rivers in Slovenia, at Tacna, near Ljubljana, from July 20—August 3.

"The Sphere" Travel Supplement

A TRAVELLER'S DIARY

In this Section Gordon Cooper has Compiled a List of Events Abroad. He also Offers Hints for the Traveller

PROCEDURE FOR MOTORING HOLIDAYS ABROAD.—It is perfectly simple to take your car (or motor-cycle) abroad for a holiday tour. The rules of the road are straightforward, signposting is good, and the average British driver has no difficulty in keeping to the right-hand side.

Certain foreign touring documents must, however, be obtained before leaving home, but the motorist is well advised to leave the whole business concerning them to the R.A.C. or the A.A., thus saving himself an infinity of trouble. These two organisations can also book for the Channel or North Sea crossing (be sure you make reservations well in advance), issue tickets, and attend to certain other details. They will also supply itineraries and relevant information. The Shell Motoring Booklets, a series covering all the important holiday countries in Europe, are useful and informative. They can be obtained (free) on application to any Shell Touring Service.

For those wishing to be free from many problems when abroad, then there are two commercial organisations which can arrange matters for you. They are the Motorists' Travel Club Ltd. (109, Piccadilly, London, W.1) and Cook's Autotravel Service (Berkeley Street, London, W.1). They will attend to your foreign touring documents—on the understanding, however, that you are a member of the R.A.C. or A.A.—see to you and your car crossing the water, and then have hotel reservations made on your behalf at the various pre-arranged halts.

TOURISTS' CALENDAR

AUSTRIA

Corpus Christi procession of boats, Traunsee and Hallstatt, June 12.
Monster procession of Tyrolean folklore bands, Innsbruck, August 14.
Passion Play at Thiersee (Tyrol), several performances during the summer.

BELGIUM

Flower Show (unique display of azaleas and orchids), Ghent, April 23–May 1.
Blessing of the Sea, Blankenberge, June 19.
Grand Prix Motor Race, Spa-Francorchamps, June 19.
Opening of the "Kermesse" (six weeks' duration), Brussels, July 16.
Procession of the Penitents, Furnes, July 31.

DENMARK

Hans Christian Andersen, 150th anniversary celebrations in Copenhagen and Odense, April 1 and 2.
Hamlet Festival at Elsinore, mid-June.
Tilting Tournament, Sønderborg, July 10–12.

FINLAND

Lumberjacks' Championships, Rovaniemi, June 24.

FRANCE

Traditional Easter Ceremonies, Perpignan, Saint-Benoit-sur-Loire, Arles-sur-Tech, April 3–10.
Paris Fair, May 14–30.
Gypsy Festival at Les Saintes-Maries-de-la-Mer, May 23–25.
International Golf Matches, Deauville, during May.
Festival of Wine Confraternity, Saint-Emilion, May.
Basque Festival, St. Jean-de-Luz, June 22–26.
Motor pilgrimage to St. Christopher (Patron Saint of Travellers), St.-Christophe-le-Jajolet, July 24.
Grand "Pardon" of Saint Anne, Ste.-Anne-d'Auray (Brittany), July 26.
Celebration of Napoleon's birthday, Ajaccio, August 15.
Festival of the Antique Basque Games (log-cutting, carrying flour-sacks, etc.), St.-Palais, August 21.
International Regattas, Arcachon, during August.

GERMANY

International Film Festival, Berlin, June 18–29.
Hans Sachs Festival and the Meistertrunk play, *Rothenburg*, during June to August.
Historic Children's Procession (*Die Kinderzeche*), Dinkelsbühl, July 25.
International Grand Prix, Nürburgring, August.

GREECE

Traditional Easter Ceremonies, Athens and elsewhere, April 15–19.
Ancient Drama Festival, Epidaurus, June 18–July 6.

ITALY—A REGATTA OF SAILING-BOATS IN THE BAY AT SAN REMO : Arrangements are being made for several regattas at the resort during the summer. San Remo is the only town on the Italian Riviera which possesses a casino offering gambling facilities.

HOLLAND

Flower Fêtes, Noordwijk, mid-March to mid-May.
"Vlaggetjesdag" ("Day of Flags," sea-parade of the Schevingen herring fleet), Schevingen, between May 10–30.
"Tilting of the Ring," Walcheren, August 25.

ITALY

Holy Week, Rome, April 3–10.
International Horse-riding Competitions, Rome, first week in May.
Feast of San Gennaro, Naples, May 2; also September 19.
Feast of the Lilies, Nola, June 19.
The "Palio" of Siena, July 2.
Classical performances and illuminations of the Ruins, Pompeii, during August.
Saracens' Joust, Arezzo, September 2.
Historical Regatta, Venice, early September.

LUXEMBOURG

"Dancing Procession," Echternach, May 31.
"Broom and Gorse Festival," Wiltz, May 30.

NORWAY

Independence Day, May 17.
Midsummer Night, bonfires, fireworks everywhere, June 23.

PORTUGAL

The "Colette Encarnado" (Red Waistcoat) festivities Vila Franca de Xira, July 10.
Festival of St. Walter "Gualterianas," Guimaraeraes, August 7.
Festival of Our Lady of Agony, Viana do Castelo, August 18–19.

SPAIN

Holy Week Celebrations, Seville, Malaga, Granada, Valladolid, Murcia, Cartagena, Jerez, etc., April 3–10.
Feria (Fair), Seville, April 18–23.
Feast of San Isidro, Madrid, May 15–22.
Festival of Corpus Christi, Seville, Cadiz and Toledo, June 9
Feast of St. James the Apostle, Santiago de Compostela, July 24–25.

SWEDEN

International Exhibition of Architecture, Industrial Design, Home Furnishings and Crafts, Helsingborg, June 10–August 28.
Petrus de Dacia, miracle play with music, Visby, end of July until mid-August.

SWITZERLAND

Geneva Rose Weeks, Geneva, June 10–24.
Swiss Yodelling Festival, Fribourg, July 2–3.
Swiss National Gymnastics Festival, Zurich, July 14–17.
"Fête des Vignerons," Wine Festival, Vevey, August 1–14.

(Concluded on page 57)

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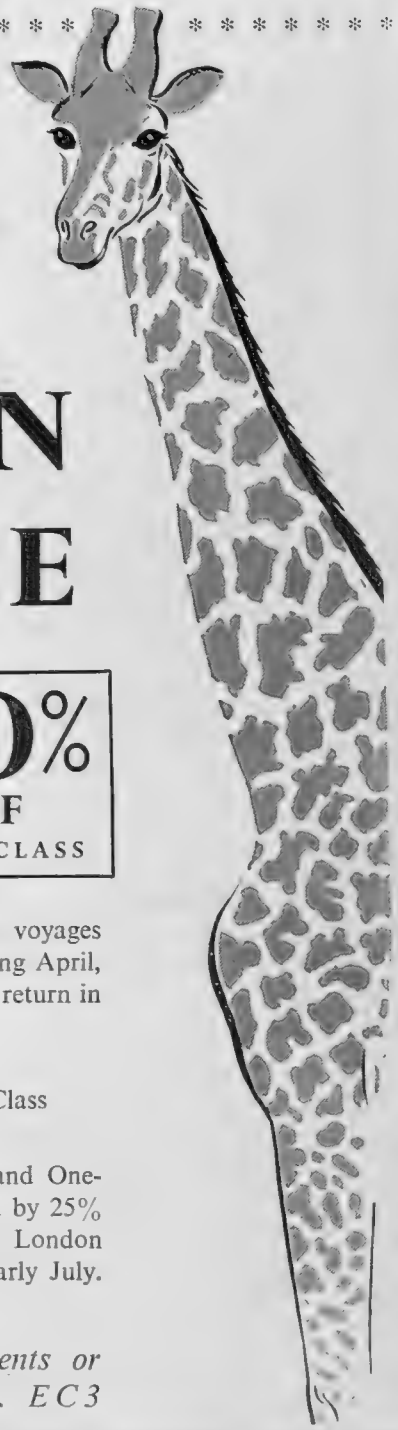

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A TRAVELLER'S DIARY

(*Concluded from page 55*)

MUSIC FESTIVALS.—Music festivals keep sprouting up in places all over Europe until they are now nearly as numerous as the leaves of Vallombrosa. Here is a short list of the more outstanding ones.

Aix-en-Provence (8th Music Festival)	July 10–July 31
Bayreuth (Wagner Festival)	July 22–August 21
Berlin (" Festwochen ")	September 17–October 4
Bergen (Grieg Festival)	May 26–June 7
Bregenz (10th Anniversary Festival)	July 23–August 15
Copenhagen (6th Music and Ballet Festival)	May 17–May 31
Edinburgh (International Festival)	August 21–September 10
Florence (" Maggio Musicale ")	May 4–July 5
Glyndebourne (Opera Festival)	June 8–July 26
Helsinki (Sibelius Festival)	June 9–June 17
Holland (International Festival)	June 15–July 15
Lucerne (International Music Festival)	August 6–August 27
Munich (Opera Festival)	August 12–September 11
Salzburg (International Festival)	July 26–August 30
Venice (18th International Festival)	September 14–September 30
Vienna (7th International Music Festival)	June 4–June 26
Würzburg (Mozart Festival)	June 11–June 25

Mention must also be made of the Italian operas performed in the open air, and in historic settings, at Rome and Verona; the concerts arranged during the summer in the candle-lit Mirror Gallery of the Schloss Herrenchiemsee, one of King Ludwig II's amazing creations; and the Pablo Casals Festival at Prades during the last half of June.

Festival tickets and all other arrangements in connection with all the important music festivals in Europe, specialist travel agent is the Gardiner Festival Bureau, Ltd. (189, Regent Street, London, W.1). This firm has also organised three music festival tours, starting from London on June 14, July 2 and July 31.

STUDY TOURS (*Summer Schools*).—Covering almost every subject imaginable, study tours and summer schools are to be numbered by the hundred. Those seeking information regarding facilities and arrangements on any special interest, application should be made to the World University Service (20, Gloucester Place, London, W.1), who request that a stamped addressed foolscap envelope be enclosed for replies. Another source of information is the Central Bureau for Educational Visits and Exchanges (Hamilton House, Bidborough Street, London, W.C.1), who publish a comprehensive "Survey of Educational Travel." This lists the names and addresses of all the chief of societies and organisations, and their particular purposes; the cost is 2s. 3d. post paid. A specialist travel agent dealing with summer schools abroad is Harold Ingham (15, St. John's Road, Harrow, Middlesex).

Among the more important study tours are those arranged by:

University of Innsbruck, held at Mayrhofen, in the Tyrol.
Alpbach European Forum, at Alpbach, in the Tyrol.
Danish Ministry of Education, in Copenhagen.
Ryegby Agricultural College (Denmark): Subject, Danish Culture.
University of Paris and other French universities, with courses held at Nice, Pau, Strasbourg and Tours. There is also a Paris Tour for Art Students.
University of Bonn, in Bonn.
University of Utrecht, in Utrecht. There is also an Architectural Tour organised by the W.U.S.
The universities of Rome, Florence, Venice and Pisa all have vacation courses. In the case of Pisa University the course is held at Viareggio, on the Tuscan coast. There is also a Musicians' Tour of Italy and a Fine Arts Tour—apply to the W.U.S. for particulars.
University of Barcelona, in Barcelona and in Palma de Mallorca.
Institute of Hispanic Studies (Liverpool University) also arranges summer courses in Spain.
University of Lausanne provides special summer courses in French Language and Literature.
University of Ljubljana (Yugoslavia): subject, Yugoslav History, Literature and Life.

SPAIN—THE BEACH AND CITY OF SAN SEBASTIAN: This fashionable resort, on the Bay of Biscay, was chosen as a summer residence of the Spanish court in 1886. It is still the seat of the Government during the high season.

EATING AND DRINKING.—I would be on most dangerous ground if I attempted to tell you which are the "best" places in Europe at which to eat. In any case, the most memorable meals often occur in those hotels and restaurants which you just chance on and discover for yourself; and they are frequently linked with other factors than the actual cuisine, such as one's mood, appetite, company, the environment, and even the sunshine. There are, however, here and there in Europe certain typical restaurants which merit the attention of tourists who like to seek out some local colour. I am including some of these in a brief survey of a few of the spots where I have fared with delight—and to which I would willingly return. I must, however, exclude France, for if I started on Paris alone, there would be no space left to discuss anywhere else. But there are many books dealing with recommended French restaurants, including that invaluable volume, the *Michelin Guide*.

Here, then, is my personal list—an abbreviated one:

Austria	Vienna, St. Stephen's and Greichenbeisel (typical).
	Salzburg, Powandra.
Belgium	Brussels, L'Epaule de Mouton.
Denmark	Copenhagen, Coq d'Or and Oskar Davidsen's (typical).
Germany	Heidelberg, Hotel Reichspost.
	Munich, Hofbräuhaus (typical).
	Bremen, Ratskeller (typical).
	Lübeck, House of the Shippers' Guild (typical).
Holland	The Hague, De Koning's Kelder (typical).
	Scheveningen, Bali (for *rijsttafel*).
	Amsterdam, "Five Flies" (a tourist sight, popular with Americans).
	Leyden, Het Pannekoekenhuisje.
Italy	Rome, Tre Scalini (typical).
	Milan, Giannino's and Tantalo's.
	Bologna, Pappagallo.
Portugal	Cascais, Fim do Mundo.
Spain	Madrid, El Botin (typical) and La Barracca
	Barcelona, Los Caracoles (typical).
	Valencia, La Marcelina (home of *paella*).
Switzerland	Stein am Rhein, Hotel Rheinfels (superb for fish).
	Fribourg, De la Couronne.

SOME ADDITIONAL TRAVEL HINTS.

(i) Do not allow petty irritations to upset your equanimity. It 's best to add a pound or so to your budget to cover possible "mistakes"—and then forget about them.

(ii) Do not waste time seeing things which do not interest you; and never, never, in art cities try to cover too much ground or to see too many sights in the course of a single visit. If you do, you become exhausted and take home little more than a mass of blurred impressions as a memory. Be selective, and you will be richly rewarded.

(iii) Do not start on a journey without knowing what you want. Sport, rest, pleasure, cures, scenery, sightseeing, all are obtainable on the Continent, but anyone not setting out to find what he wants can easily hit upon places in no way suitable to his requirements.

(iv) Do not omit to label your luggage. Remember, also, to insure it before leaving home.

(v) Do not, if you can help it, choose the height of the season for any place which is a popular resort. In any case, the countryside and the climate are invariably better in spring, the early summer and the autumn; and prices are usually lower.

(vi) Don't let your ignorance of languages give you any anxiety. Knowledge of a little French is often useful, and always learn local words of greeting and politeness.

(vii) Don't worry about your health. Some interovioform tablets should prevent any possible stomach trouble. Otherwise, remember that you swallow millions of germs every minute, and a man who is constantly dosing himself for petty ailments is hardly likely to make a good traveller.

(viii) Don't buy rubbishy souvenirs, especially those offered by touts. Practise some discrimination in what you do buy.

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ADVICE BY ASHLEY COURTENAY

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TOURING Britain this year? A compact little, tight little island is Britain, and if you are going to include Ireland, the Channel Islands, the Isle of Wight and the Isle of Man with, perhaps, a look at the Scilly Isles (only a quarter of an hour by air from the mainland), two months will not be long enough for you to get around.

Whether short or long, your itinerary will require planning. You will then know where to go and, more important, where to stay, and that is where I come in if you care to make use of my services. Each year I cover some 20,000 miles in Britain, visiting and revisiting hotels and inns both old and new, and as this has been my main occupation for over twenty-one years, to say I know my way around Britain blindfold, though not strictly accurate, is indicative of the fact that I rarely need a map.

Up-to-date and accurate information respecting hotels is vital in planning any motoring tour. There is constant flux in the hotel world, for the hotel which friends told you about last year, which was so delightful, may have changed hands or no longer exists by now.

In arranging any form of journey my experience is that there are certain do's and don'ts which should be borne in mind.

DO try and plan your holiday fore or aft of the summer school holiday period, *i.e.*, from approximately July 20 to September 20.

DO, once the touring season begins, reserve your accommodation in advance or, if for some reason you cannot, arrive at your intended destination around afternoon tea-time. It serves the treble purpose of trying elsewhere if the hotel of your choice is already full, makes sure of your being ahead of others like yourself who have not booked ahead, and it does give you an opportunity of seeing more leisurely the town or village in which you are staying.

All around Britain to-day are historic castles, country houses, the birth-places and homes of various people, and preserved ruins which are all open to visitors at stated hours. Most hotels are versed in the places of interest around them, so what better finale could you have to a day of sitting in the car, than to stroll around and get a peep of this and that historic "monument."

Of course, there are British hotels which are of such historic and legendary interest that they attract the tourist almost as much as for what they can provide in comfort and cuisine. Would you like to stay in a real castle where you can view the dungeons, and then ascend to your bedroom in one of the turrets and step out on to the battlements? Then you will include Dornoch Castle Hotel, up in the Scottish highlands, on your itinerary.

Or would you like to sleep in an hotel which was once the home of David Garrick? Then you will choose Hendon Hall Hotel on the outskirts of London, yet only half-an-hour from Piccadilly Circus.

To sleep in the actual bedroom of some famous person has a great appeal to many, and at The Royal Anchor, Liphook, on the London-Portsmouth highway, the bedrooms used by Lord Nelson and Queen Victoria are still in use.

Farringford Hotel, Freshwater, in the Isle of Wight, always fascinates me, for this was Lord Tennyson's home, and its owners have been careful to preserve as far as possible the atmosphere of a home by keeping some of the original furniture and furnishings.

A number of hotels are associated with royalty, as for example, King George III used part of the present Gloucester Hotel, Weymouth, in Dorset-shire, as his residence, and it was here that the King signed the treaty of American independence.

Then, again, from 1819–20 the Royal Glen Hotel at Sidmouth, Devon (then called Woolbrook Cottage), was occupied by the Duke and Duchess of Kent and the infant Princess Victoria, later Queen Victoria. Indeed, the Royal bedrooms are now available to visitors.

Sometimes the greatest surprise is found off the beaten track. An excellent example is Ballylickey House Hotel, near Bantry, Co. Cork, in southern Ireland. Furnished more like a comfortable country home than an hotel, it has an extensive library and expresses the good taste and culture of its owner, Mrs. Philip Graves. The lure of good food and wine is strong. Mrs. Graves may not know it, but the reputation of Ballylickey House for its cooking and cellar is renowned throughout Ireland and well known in England. Finally, I cannot leave Ireland without mentioning the "Savoy of Dublin," namely The Gresham Hotel, which is cosmopolitan in its clientele, a constant rendezvous for business functions and the social hub of Ireland's capital.

Here I should mention a DON'T that the overseas visitor, and even the Britisher should not overlook—do not attempt to cover too great a mileage in one day. The main and secondary roads of Britain, while well surfaced, tend to twist and turn. Don't expect to average more than 30 to 35 miles an hour, so 150 to 200 miles per day is ample—allowing time for photography, souvenir hunting, and so on.

The ideal time for touring in Britain is, as in most countries, the spring or autumn. The weather will be finer, certainly better than the summer of 1954; hotels, because they are not so full in those months, can give you more personal service; prices, too, are usually lower than in the height of the holiday season.

So COME TO BRITAIN. Write and tell me well in advance what you would like to see, and the type of hotel at which you would like to stay, and though I may not be able to solve all your problems, I can at least help to smooth out the way for you.

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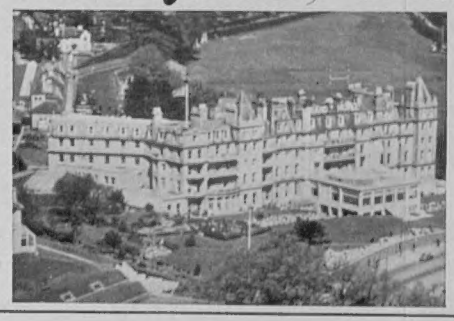

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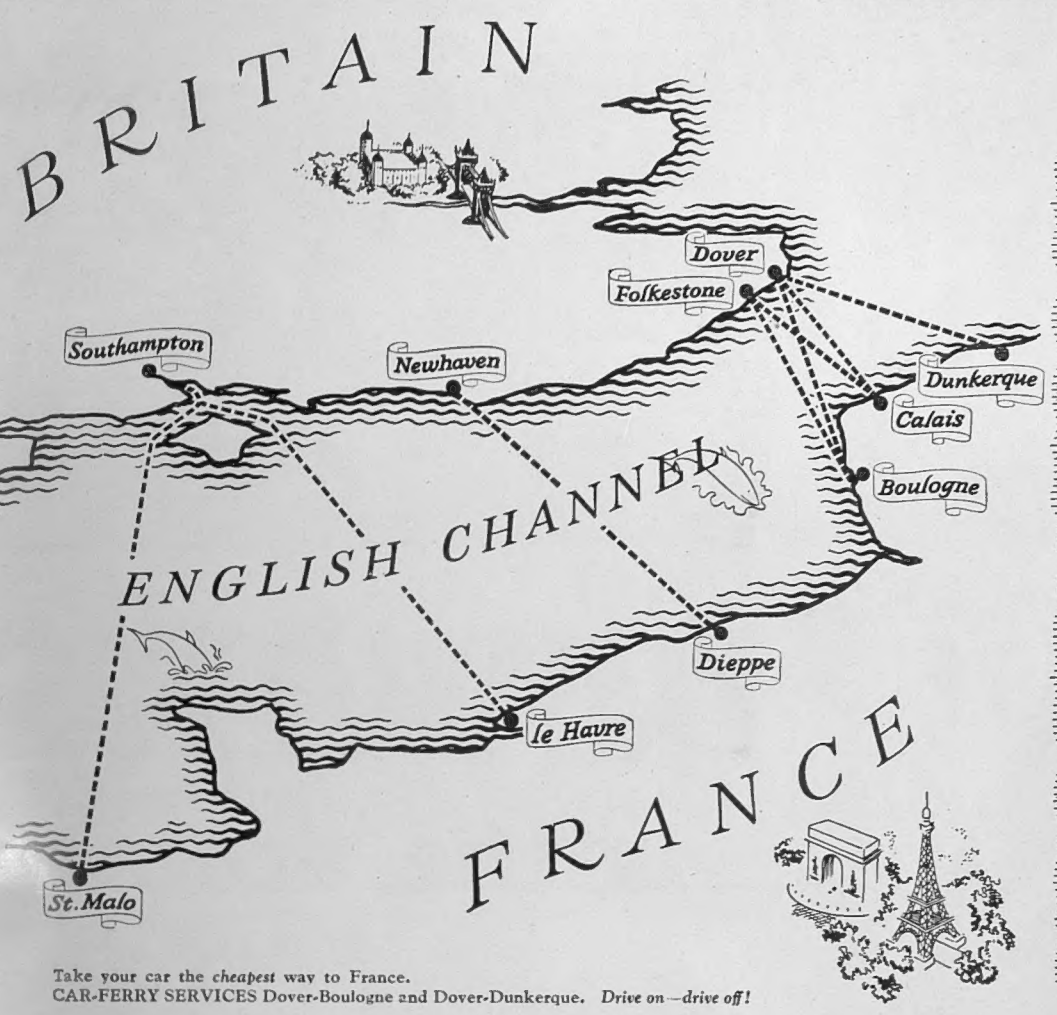

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SATURDAY, JANUARY 1, 1955. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.